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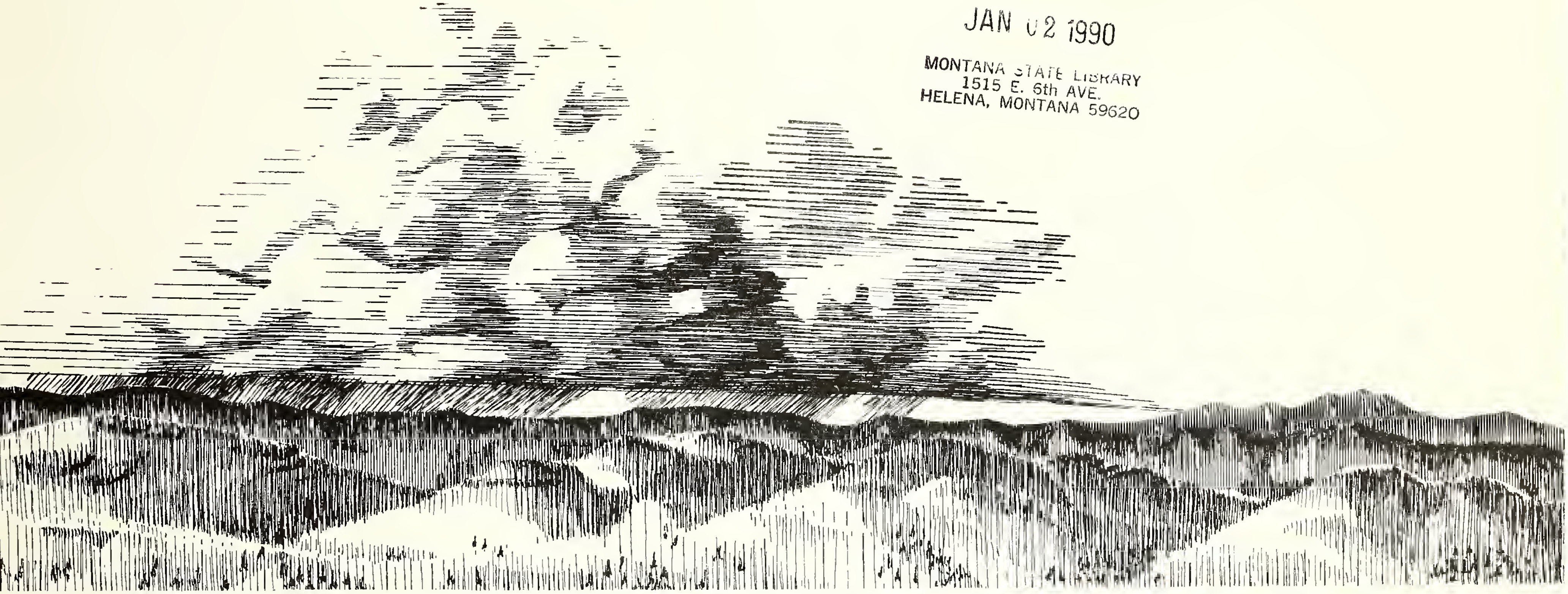

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COMPREHENSIVE PLAN
for
ANACONDA, MONTANA

Prepared for the
ANACONDA DEER LODGE CITY-COUNTY PLANNING BOARD
by
CLARK, COLEMAN & RUPEIKS, INC.
Planning and Development Consultants
Seattle, Washington

October, 1969

Project No. Montana P-37. Prepared under contract for the State Department of Planning and Economic Development and the CITY-COUNTY PLANNING BOARD. The preparation of this plan was financed in part through the Urban Planning Grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

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Rupeiks, inc·

*planning *economics
*engineering *research

October 1969

Anaconda-Deer Lodge City-County Planning Board
Mayor, City Council and County Commissioners
Anaconda, Montana

Gentlemen:

In accordance with our contract, we are pleased to submit the Comprehensive Plan report for the Anaconda Planning Area.

The numberous findings and planning proposals presented and discussed during the past two years are summarized herein. This Plan incorporates many recommendations which are based on exhaustive studies and community goals and which are vital to the community's proper development.

The cost of this planning program can be far exceeded by the benefits during the next few years if the Plan is approved and used as a development guide by both public and private groups. Already action programs have commenced and should be continued with widespread local support.

We gratefully acknowledge the cooperation received from the local citizens, officials and organizations. We look forward to a continued good relationship.

Respectfully submitted,

Robert S Clark

Robert S. Clark

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chapter 1

INTRODUCTION

Deer Lodge County, created in 1865, is located in Montana's Rocky Mountains and derives its name from the broad valley which separates the Flint Range on the west from the Continental Divide Mountains on the east and south.

The economy of the region is based on mining and livestock production. Since rainfall is relatively scarce, the farming consists of tilling irrigated cropland in the valleys and grazing large herds of sheep and cattle on the mountain slopes. The farms or ranches here must necessarily be large. The average is over 2,000 acres.

HISTORY

Butte, in adjacent Silver Bow County, produces about seventy percent of the State's annual extracted mineral wealth. Mining near Butte began in 1864 and has continued to the present, although the mining changed from gold to copper. Marcus Daly, one of the "copper kings," came to Butte in 1876 and purchased the Anaconda Mine four years later. In 1883, Daly bought a site and water rights on Warm Springs Creek in Deer Lodge County for a smelter. At the same time, Anaconda was platted and built to provide a place for the workers to live.

The tremendous demand for housing in Anaconda allowed construction on thirty foot lots. This crowding was compounded by building houses on the back of the small lots. These crowded conditions, which allowed the eaves of one house to extend over those of its neighbor, still exist in the City. Around 1950, a large number of badly needed houses were constructed in the west end of the City. In an effort to keep building costs as low as possible, they were built of similar materials and in similar style on relatively small lots.

The problems of a one-industry town are extremely apparent in Anaconda. The frictions between the unions and the Anaconda Company are many and have led to several paralyzing strikes. Employment other than with the Anaconda Company has been scarce. No manufacturers of any consequence exist and Butte, only twenty-five miles away, provides stiff competition for the retail and wholesale trades. In addition, the City's young people are leaving due to the lack of economic opportunities. As a result of the aging population and aging physical structure of the City itself, the community is faced at once with increased demands for governmental services and decreased revenue sources.

PHYSICAL CHARACTERISTICS OF THE PLANNING AREA

The Anaconda Planning Area occupies 80,000 acres or 125 square miles of Deer Lodge County surrounding the City. Although the Planning Area is crossed by several streams, including Warm Springs Creek, flooding and drainage are not significant problems. However, more than half of the Planning Area is either occupied by the Anaconda Company's tailings and settling ponds or is considered unbuildable because of excessive slope (over 25 feet of rise in 100 horizontal feet). Anaconda itself is squeezed into a long, narrow valley, less than a mile wide, which extends westward at an increasing altitude to Georgetown Lake in the mountains. Most of the buildable land in the Planning Area which is not occupied by the three communities, Anaconda, West Anaconda, and Opportunity, is devoted to agricultural uses, specifically hay crops or pasture for the large ranches in the area.

chapter 2

GENERAL BACKGROUND

A brief review of Anaconda's economic history clearly indicates that the City owes both its existence and major problems to the Anaconda Company. No other major employers exist except the Montana State Hospital at Warm Springs which draws its employees from outside the Planning Area as well as from within. The hospital's employment is expected to increase considerably; however, even if the work force were increased to the highest level expected, the affect on Anaconda would be small.

Automation in the copper industry has and will continue to cause reductions in the amount of manpower needed. If the City is to grow, new industries must be attracted to the immediate area. Careful planning for the most efficient use of existing resources is of the utmost importance.

This chapter is a summary of the major points discovered in a detailed study of the Planning Area's economy which lead to the conclusions stated above.

EMPLOYMENT

Past Trends

The employed labor force as a share of Anaconda's entire population decreased from nearly 41 percent to 36 percent between 1950 and 1960. Correspondingly, figures for the County showed a decline from 35.4 percent to

32.4 percent of the total population. In both census years the unemployment rates for the City and County were lower than for the State. However, in 1964 the copper concentrating operations were moved from Anaconda to a new automated plant in Butte, resulting in considerable unemployment. About a year later the company's operations in Anaconda were expanded and a zinc processing plant installed which created about 500 new jobs. Then in 1967 a nation-wide strike by copper workers paralyzed the City for several months. After settlement of the strike, employment continued smoothly for about a year when the Anaconda Company's shipments of ore from Peru were stopped. This resulted in serious employment cutbacks which were soon reversed by increased activity at the Berkeley Pit. This roller coaster type of employment pattern is due to the fact that nearly half of Anaconda's employed labor force works for one company whose need for manpower rises and falls with the world market for copper.

Data from the Montana State Unemployment Commission or "covered employment" data also reveals an erratic pattern of local employment. Unlike census data, which are given by place of residence, "covered employment" data are given by place of work and excludes government, domestic, agricultural and railroad workers. Therefore, it has little comparative value but does show trends. Since 1950 employment peaks followed by declines were experienced in 1954, 1957 and 1961 in the County according to "covered employment" data. An increase of 525 workers between 1966 and 1967 followed by a decline of 896 workers between 1967 and 1968 was also reported.

The major occupational groups in both Anaconda and the County were operatives, craftsmen and service workers. Together these groups accounted for over 55 percent of all workers.

The major industrial employer in both 1950 and 1960 was manufacturing although its percentage of the total employment declined over the decade from 58 to 44 percent, an absolute loss of 700 workers.

The only other employment decline (three workers) was reported in the transportation, communication and utility category. The largest increase over the decade was made by the professional services which added 261 new workers.

Employment Estimates

An estimated 6,270 persons are currently included in Deer Lodge County's employed labor force. This number includes agricultural workers and represents 33 percent of the population. The changing age composition of the population and the fact that people are entering the labor market earlier suggests that the percentage of the population in the employed labor force will remain low despite increased female participation and improved economic conditions in Deer Lodge County. By 1985 it is estimated to contain about 35 percent of the total population, of 7,790 persons.

TABLE 1

EMPLOYMENT BY MAJOR INDUSTRY: 1960
(By percent)

INDUSTRY	ANACONDA	DEER LODGE COUNTY	STATE
Agric., Forestry & Mining	2.1	7.2	20.6
Construction	2.6	2.5	6.4
Manufacturing	44.3	39.3	10.1
Trans., Comm. & Util.	8.6	7.7	9.1
Trade	20.1	12.1	20.3
Fin., Ins. & Real Estate	1.9	1.5	3.5
Services	22.1	25.9	22.1
Public Admin.	3.5	2.8	5.4
Other	1.1	1.0	2.2
TOTAL	100.0	100.0	100.0

Source: U. S. Census of Population

TABLE 2

NON-AGRICULTURAL EMPLOYMENT ESTIMATES: 1985

INDUSTRY	COUNTY	PLANNING AREA
Forestry, fishing, mining	345	118
Construction	238	180
Manufacturing	2,953	2,460
Trans., Comm., & Utilities	637	510
Trade	1,043	855
Fin., Ins. & Real Estate	153	112
Services	2,056	1,815
Public Administration	245	180
TOTAL	7,670	6,230

Source: Clark, Coleman & Rupeiks, Inc.

The non-agricultural employment is forecast at 7,670.

The estimates for 1985 employment by major categories were based on analysis of past percentage shares of total employed labor force with special emphasis on relative changes. The total non-agricultural employment in the County is expected to increase by about 1,500 workers or 24 percent by 1985. Gains are expected in all employment categories except fisheries, forestry and mining. Although manufacturing employment is expected to employ a greater number of workers, its share of total employment will decline slightly. Total non-agricultural employment within the Planning Area is expected to reach 6,230 in 1985, an increase of 1,116 workers. The Planning Area's growth pattern is essentially the same as that of the County. The exceptions are a smaller percentage of the total in forestry, fishing and mining and a greater percentage in services.

ECONOMY

Selected Services

Included in the selected services category are hotels, motels, personal service shops, credit services, repair and rental shops, commercial amusement facilities, etc. Data on the City's service establishments is limited; however, the observed employment growth in the services industry between 1950 and 1960 and the nine new service outlets added between 1958 and 1963, indicate that this industry is growing, although the average sales per establishment are less than what is generally found in the State. Continued growth in the services category is expected due to rising per capita incomes with a proportionately larger amount both available for and actually spent on non-necessities, and increased tourism. The planned improvement and promotion of Gregson Hot Springs will add much to the tourist drawing power.

Retail Trade

Past Trends

Anaconda suffered the loss of fifteen retail establishments and $1.7 million in sales between 1958 and 1963. The County reported a loss of 26 establishments and $2.5 million in sales during this period.

The number of outlets by type is shown in Table 3. The primary category in the table includes stores generally found grouped in the downtown area convenient for pedestrians who are comparative shopping. Secondary goods outlets are those which generally require automobile access and are located further out where more space is available. Convenience outlets are those which deal in everday necessities such as food and gas. These stores are usually located close to the population they serve. The table indicates that the primary and convenience outlets increased in the City while secondary outlets declined.

TABLE 3

RETAIL ESTABLISHMENTS BY TYPE

	ANACONDA			COUNTY		
	1958	1963	1967	1958	1963	1967
Primary	26	28	22	26	31	22
Secondary	63	50	58	70	54	61
Convenience	57	53	38	69	54	42
TOTAL	146	131	118	165	139	125

Source: U. S. Census of Business

TABLE 4

RETAIL SALES BY CATEGORY

	ANACONDA			COUNTY		
	1958	1963	1967	1958	1963	1967
Sales ($000)	17,686	15,942	17,989	18,785	16,333	18,419
By Percent:						
Primary	16.6	20.5	16.1	15.7	19.9	15.8
Secondary	32.8	28.6	32.1	32.9	28.5	31.8
Convenience	50.6	50.9	51.8	51.4	51.6	52.4
TOTAL	100.0	100.0	100.0	100.0	100.0	100.0

Source: U. S. Census of Business

A breakdown of sales by type is shown in Table 4. Anaconda's retail outlets accounted for 94.1 percent of the County sales in 1958 and 97.6 percent in 1963.

Covered employment data also indicates weakness in the local retail industry. Since 1956, a fairly steady decline in "covered" retail employees is noted for the County.

Current Retail Trade

In 1967, Anaconda was using a total of 311,114 square feet of retail floor space, while the outlying Planning Area was using an additional 20,400 square feet. Total sales for the City in 1967 were reported at 18.0 million by the U.S. census. The following table gives sales and floor area by retail category.

TABLE 5

ANACONDA RETAIL DATA: 1967

	Sales ($000)	Floor Space (Sq. Ft.)
Primary	2,903	40,975
Secondary	5,765	145,814
Convenience	9,321	124,325
TOTAL	17,989	311,114

Source: Clark, Coleman & Rupeiks, Inc.

A questionnaire designed to provide certain information about current retail productivity was distributed to the Planning Area retailers. In addition to this information, the questionnaire provided insights into the attitudes and plans of local businessmen, without whose backing any plan would fail.

The data received indicated that most of the respondents were satisfied with their present business location while 13 percent considered relocation as a possibility. Nearly 67 percent of the sample were renting their premises with an average rent of 64 cents per square foot. Fifteen stores, about half of the sample, reported that improvements had been made on their premises since 1960. The average improvement cost was $28,660, although they ranged from $725 to $100,000.

Over half the sample thought the business level to be satisfactory while 30 percent thought it was poor and nine percent thought it was good. The reasons most often given for the level not being better were the size of the local population, the level of income, and strikes.

Nearly 78 percent of the respondents thought the downtown area was a good place for investment. The most commonly given reasons were the geographic location of the City, the availability of parking and the stable population. Those who opposed investment in the CBD quoted as reasons the dependence upon one industry, its run-down appearance, the poor condition of the streets and street lighting.

The businessmen felt that the areas most in need of improvement in the entire community were schools, recreational facilities, sidewalks, street lights and street surfaces. Recommended improvements for the downtown were almost unanimously to remodel or raze the substandard buildings and to bring in new businesses and employment.

Estimates of Future Needs

By 1985, the Planning Area is expected to have an estimated $25.7 million available for retail expenditures assuming the current per capita personal income level and distribution. The estimate for the City is $20.9 million. However, assuming the current level of sales attraction and distribution among the three categories of retail goods, an estimated 4.9 million in primary sales and nearly 24.4 million in total sales would be expected from the Planning Area. City sales are estimated at 23.9 million. These forecasted sales would require the use of an additional 94,572 square feet of retail floor area, of which 78,622 square feet would be needed in the City. In 1967, there were 197,350 square feet of vacant commercial floor space in the City, much of which was in upper stories and/or in below-average physical condition. However, a considerable abount of the additional space required by 1985 could come from the rehabilitation of part of the existing vacant commercial space.

TABLE 6

RETAIL FORECASTS: 1985

	ANACONDA		PLANNING AREA	
	Sales ($000)	Floor Area (Sq Ft)	Sales ($000)	Floor Area (Sq.Ft)
Primary	4,907	51,445	4,949	52,835
Secondary	6,845	182,786	6,973	198,982
Convenience	12,182	155,505	12,459	174,269
TOTAL	23,934	389,736	24,381	426,086

Source: Clark, Coleman & Rupeiks, Inc.

Agriculture

Although a considerable amount of the Planning Area is devoted to agriculture, this industry employed only two percent of the County's labor force in 1960. In conformance with state and national trends, the number of farms and farmers have been declining reflecting increased farm mechanization among other factors. The average farm size in the County increased by 24 percent between 1959 and 1964. The average Deer Lodge County farm in 1964 contained 2,700 acres and was larger than the state-wide average. In 1964, the County's farms produced $1.4 million worth of farm products.

Because of the growing demands on the agricultural industry and its corresponding need for large undeveloped parcels of land, it should become a policy of the County to encourage the concentration of urban development, thus preventing the breaking up of agricultural land until a real need is apparent.

POPULATION

Trends in Growth and Characteristics

The populations of both Anaconda and Deer Lodge County increased steadily until 1930. Since that time the populations have fluctuated considerably and in 1960 the City's population was less than it had been thirty years earlier. Table 7 traces the population changes in both Anaconda and Deer Lodge County over the census years since 1920.

TABLE 7

TRENDS IN POPULATION

	Anaconda	Deer Lodge County	City as % of County
1920	11,668	15,323	76.1
1930	12,494	16,293	76.7
1940	11,004	13,627	80.8
1950	11,254	16,553	68.0
1960	12,054	18,640	64.7

Source: U. S. Census of Population

The decade of the sixties has seen considerable variations in the City's population as a result of employment cutbacks, strikes and plant expansions. In 1967, the population was estimated at 12,500 in the City and 14,680 in the Planning Area. The City's average household size fell from 3.1 to 3.0 persons in the last census decade while the County's figure of 3.2 persons remained constant. Although the City has less than one percent of its population in group quarters, nearly twelve percent of the County's 1960 population resided in such quarters, principally at the Warm Springs State Hospital.

Age and Sex

The median age of both the City and County populations declined in accordance with State trends. However, the median age of both populations were older than the State's 27.7 median of 1960. The median age in the County fell from 34.1 to 32.1 years and from 32.0 to 31.2 years in the City. During the last census decade, the young working aged population (20 to 39) declined both relatively and absolutely. Although all other age groups increased, the largest growth was among the school aged (5-19). The ratio of males to females is higher in Anaconda than generally found in urban areas. This is due to the lack of economic opportunities which young females usually find open to them in the cities. However, the ratio of males to females in both the City and County are declining. During the decade the City's ratio dropped from 106 males per 100 females to 101 per 100 while the County's ratio dropped from 111 per 100 to 106 per 100.

Income and Education

The 1960 median income of Anaconda's families was $5,208. Corresponding figures for the County and State were $5,022 and $5,403 respectively. The bulk of the City's families, 46.3 percent, earned between $5,000 and $9,999 annually, and 41 percent were earning $2,000 to $4,999. In 1950, the average family in the State was earning less than their counterparts in the City and County; however, by 1960, this was reversed and the State's average family was earning more.

Even though the educational attainment levels increased over the decade for both the City and State, Anaconda's level remained lower. In 1960, Anaconda's adults had completed a median number of 11.3 years of school while the median for the State was 11.6 years. The percentage of the City's population that completed four years of college increased from 2.9 to 3.7 over the census decade but remained below the State's 1960 percentage.

Future Population

The future of Anaconda, as in the past, is dependent upon the Anaconda Company and efforts to attract new industries to the area. The Anaconda Company, which employed two-thirds of the City's workers in 1960, is reducing its needed manpower through mechanization. Even if the company were to expand its operations, it could, at best, be expected only to maintain present levels of employment.

The other large employer in the area is the Warm Springs Hospital which in 1968 had on the average 1,350 patients and employed 650 people. About half of the employees commuted from Anaconda. During the next twenty years the hospital's patient load is expected to follow the downward trend which has been in evidence since about 1950. By 1985, the hospital should have around 1,200 patients. The employee to patient ratio is expected to increase in accordance with national trends, perhaps reaching a one-to-one ratio by 1985. However, it can be assumed that only about half of the employees would commute from Anaconda.

Efforts to attract new industry to industrial parks planned immediately east of the City and in the Willow Creek area southeast of the Planning Area are assumed to have some success. However, no large net additions to the Anaconda City population are expected as a result of these developments due to employment declines in other areas of the economy. Workers employed at the industrial park and at the proposed recreational complex at Gregson Hot Springs will find several places available in which to make their homes in addition to Anaconda proper.

In recent years new development has taken place in West Anaconda or Opportunity The City itself has practically no vacant land inside its present corporate limits and because of its topographical limitations, can only expect to grow by annexing land to the west or east or by the construction of multiple family units. If all substandard structures were condemned and a minimum lot size imposed, the population of the City would decline unless one or both of these aforementioned measures were implemented.

In light of these and other assumptions, the greatest value was put on forecasts arrived at by a combination of the step-down and ratio-approtionment methods, using the U. S. Census Department forecasts for the State as a base. Historically, the twelve-county region in which Anaconda is located, has held around a quarter of the State's total population; however, that percentage has been slowly declining and is assumed to continue to do so since the economy of the Region is based primarily on mining, agriculture, and forestry, all industries with declining employment opportunities. By 1985 then, the Region is forecasted to have some 195,140 people. Deer Lodge County has increased its share of the regional population only slightly while its share of the State's total has declined. By 1985, the County is expected to have about eleven percent of the Region's population or 22,250 people. The Planning Area's share of the County population is expected to increase slightly. By 1985, the Planning Area population is forecast at 18,060 persons while the City should have about 14,680 people depending upon annexation policies. Table 8 summarizes the population forecasts.

TABLE 8

POPULATION FORECASTS

	1967	1985	Percent Change
Anaconda	12,500	14,680	17.4
Planning Area	14,680	18,060	23.0
County	19,000	22,250	17.1
Region	168,700	195,140	15.7
State	711,800	879,000	24.9

Source: Basic Data - U.S. Census; "Population Estimates," Series P-25, No. 388, March 14, 1968.
U.S. Census of Population, 1950 and 1960
Estimates by Clark, Coleman & Rupeiks, Inc.

Planning Area school enrollment for 1985 is estimated at 5,056 students, an increase of 1,292 over the current inventory, with 1,204 in senior high school, 1,324 in junior high and 2,528 in grades one through six. The 1985 enrollment represents nearly 28 percent of the total population. This percentage is somewhat higher than that found in 1968 since it is assumed that the Planning Area will be able to hold more of its young working aged population, a segment of the population which is likely to have elementary school-aged children

chapter 3

THE COMPREHENSIVE PLAN AND ITS COMPONENTS

The Comprehensive Plan offers general guidelines which allow the Community to meet future development questions in a consistent and goal-oriented manner, thereby providing a better environment at less cost to the taxpayers. It is a combination of land use, community facilities, transportation and Central Business District plans and goals.

GOALS

Generally, the Community's goals are covered by the following broad objectives:

1. A balanced community - To establish a pattern of land use that will respect the people's basic needs for housing, shopping, places of employment, play and education.
2. A healthy economy - To provide a healthy economic climate that will encourage diversified commercial and industrial development.
3. Adequate community facilities - To locate schools, parks, libraries, and other public and quasi-public facilities in such a manner as to meet the needs of all age groups.
4. General community appearance - To establish in the Planning Area a sense of community feeling and well-being and to develop both a functionally efficient community and a physically handsome and attractive one.

More specifically, the Community aims: to encourage compact development which preserves agricultural and open lands; to develop a thoroughfare system which will provide efficient and convenient movement of people and goods; to strengthen the Central Business District by preventing wasteful commercial sprawl and by eliminating substandard structures; to eliminate substandard housing conditions while making a variety of housing types available to all citizens of the community; and to preserve public access to the natural amenities of the area such as lakes, rivers, streams, unusual geologic formations, scenic views, etc.

The arrangement and quality of existing land uses and the amounts of land needed by the forecasted population make up the land use plan. The present number and condition of schools, parks and other community facilities and those needed by 1985 according to set standards contribute to the formation of the community facilities plan. The thoroughfares plan is developed after determining the ability of the existing transportation network to meet current and estimated needs and standards for convenient and economical movement of people and goods. The Central Business District generally contains a large proportion of the City's taxable values and deserves special emphasis in the Comprehensive Plan. Its existing conditions and estimated needs must be carefully correlated with other plan elements.

The Plan components can be separated in print but in reality they are inseparable and any change in one necessitates changes in the other three. Correspondingly, progress in the implementation of any one area of the Plan will depend in most cases upon progress in the other areas. It must be remembered that not only is the Plan necessarily general but it is not a fixed document and should be reviewed and updated to meet changed circumstances. However, modifications should preserve the overall intent of the Plan and should not be made in response to special interest groups.

LAND USE

A practical and sound base for Anaconda's Comprehensive Plan will be formed by the existing land uses which represent a large investment in money and time as well as reflect the beliefs and attitudes of the community's people. A complete inventory of all land uses in the Planning Area was made in the fall of 1967.

Existing Pattern of Land Use

Of the Planning Area's total 80,000 acres, less than eleven percent, or 8,476 acres, are developed while about 700 acres of water and about 70,800 acres of agricultural land and open space account for the remainder.

Generally, residential land is the largest or second largest consumer of developed land in a Planning Area. However, in the case of Anaconda, residential use is the third largest consumer occupying only eight percent of the Planning Area's total and 37 percent of the City's total developed land.

Highways and streets are the largest user of developed land in the City and second largest in all of the Planning Area. The small blocks and grid-iron street pattern account for the large number of acres occupied by this use in the City while the lack of other development in the outlying Planning Area makes this category the second highest user.

Industrial uses occupied the largest percentage of the developed land in the Planning Area due to the tremendous area used by the smelter and its tailings and settling ponds. The acreage and percentage distribution of the various existing land uses in the City and Planning Area are shown in Table 9. Maps depicting the spatial distribution of the various existing land uses in the City and Planning Area are shown in Figures 1 and 2.

TABLE 9

ANACONDA PLANNING AREA EXISTING LAND USE

Use	Anaconda Acres	Anaconda Percent	Planning Area Acres	Planning Area Percent
Residential	310.5	37.4	663.0	7.9
Single family	292.5	35.2	600.6	7.1
Duplex	2.7	.3	3.2	.1
Multi-family	14.9	1.8	16.1	.2
Mobile Homes	.4	.1	43.1	.5
Commercial	36.3	4.3	50.8	.6
Retail	25.0	3.0	28.3	.3
General	11.3	1.3	22.5	.3
Industrial	34.5	4.2	5952.0	70.2
Manufacturing	4.8	.6	5729.7	67.6
Nonmanufacturing	29.7	3.6	222.3	2.6
Parks and Recreation	58.9	7.1	223.1	2.6
Schools	22.2	2.7	176.7	2.1
Public and Quasi-public	19.6	2.3	22.2	.3
Streets	348.6	42.0	1382.1	16.3
Total Developed	830.6	100.0	8475.9	100.0

Source: Clark, Coleman & Rupeiks, Inc., Field Survey, 1967.

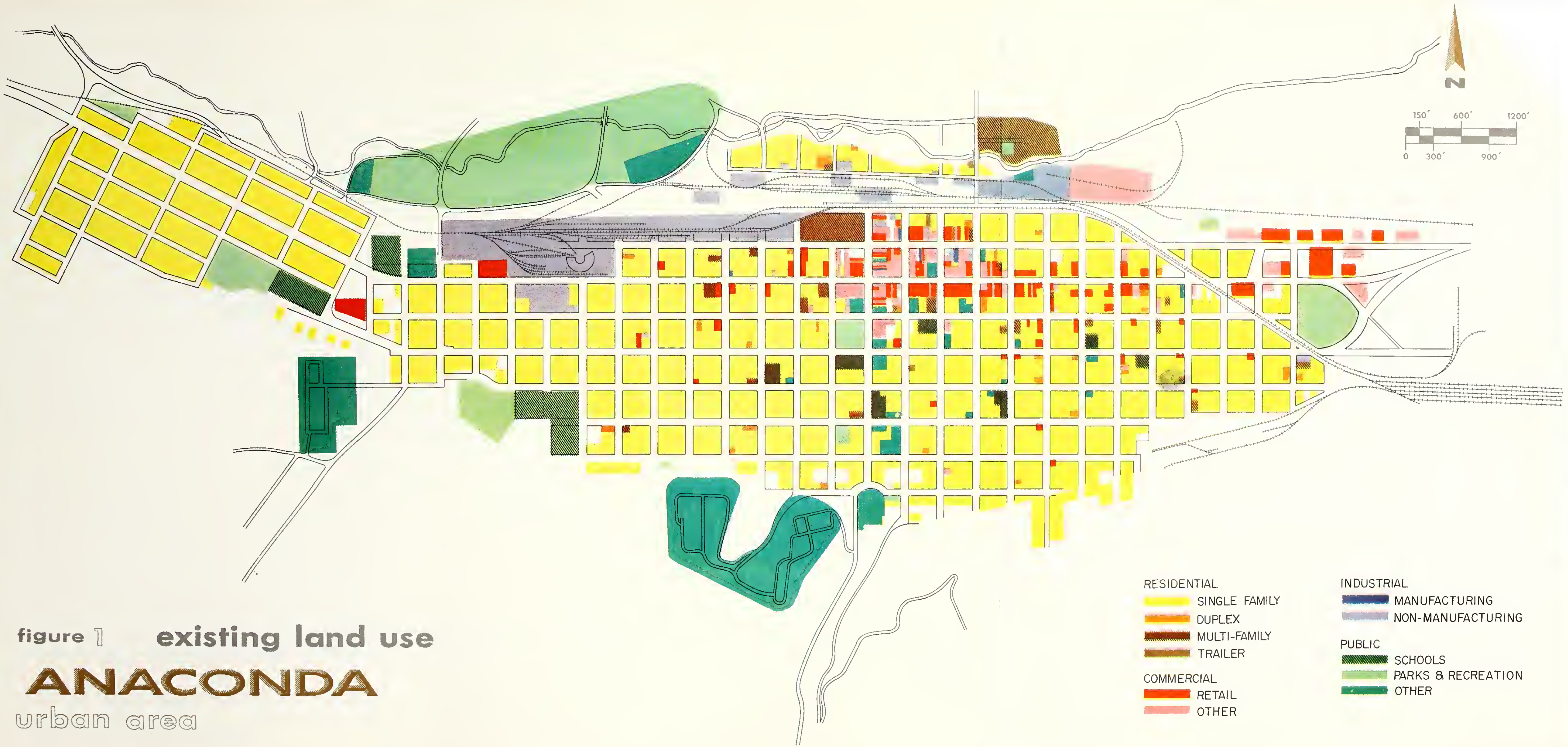

figure 1 existing land use

ANACONDA

urban area

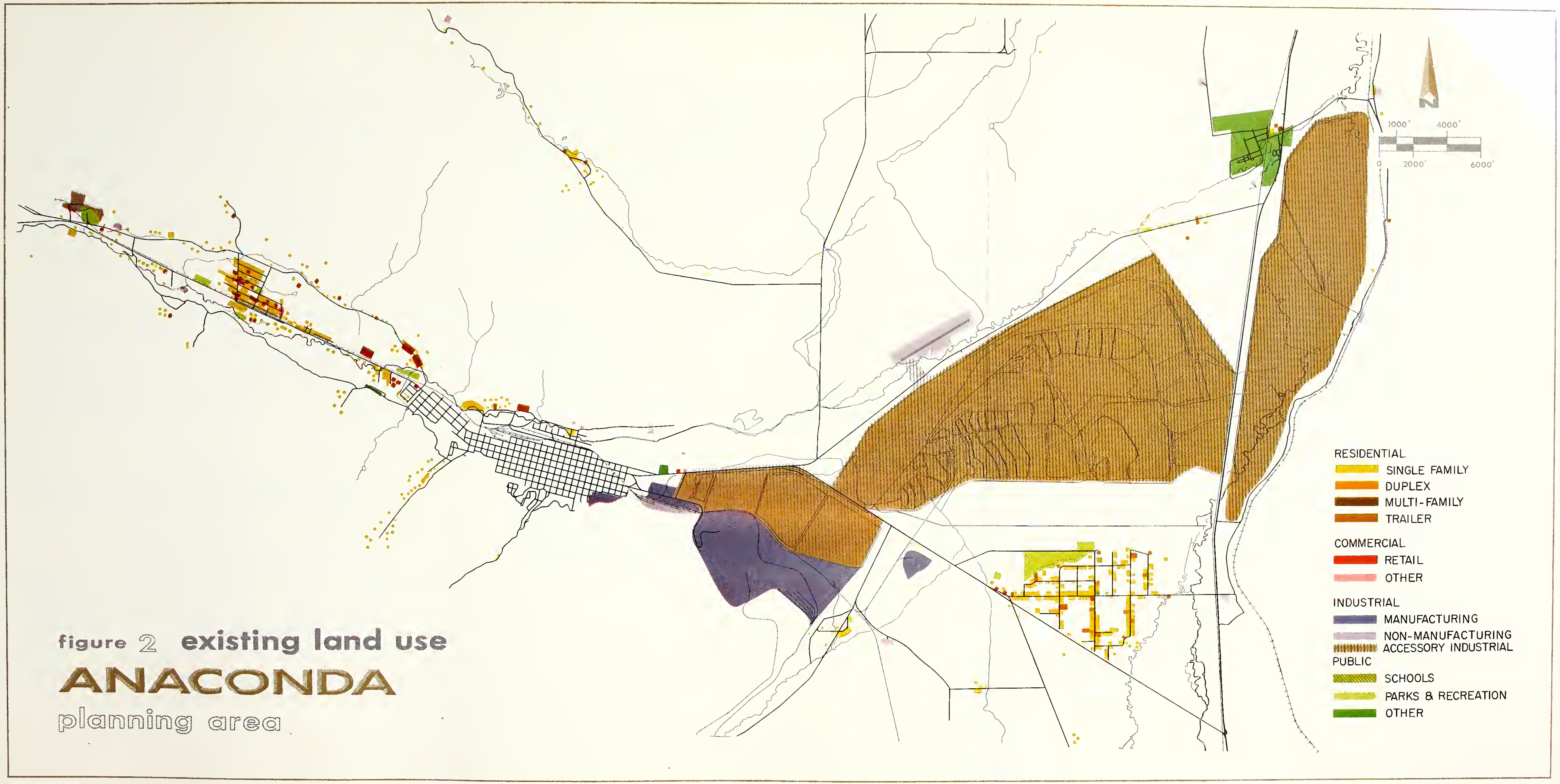

figure 2 existing land use

ANACONDA

planning area

Dwelling Unit Distribution

Of the total dwelling units counted in the Planning Area in 1967, 82.3 percent were located inside the Anaconda city limits. Most of the outlying units were concentrated in Opportunity and West Anaconda.

About 94 percent of the total Planning Area units were in single family structures, slightly less than four percent were in multi-family and duplex structures and almost three percent were in mobile homes.

Over 95 percent of all mobile homes in the Planning Area were located outside the city limits while most of the duplex and multi-family units were located in Anaconda. The multi-family and duplex units which did exist outside the city were at the Warm Springs State Hospital. A breakdown of the units by type is shown in Table 10.

TABLE 10

NUMBER OF RESIDENTIAL STRUCTURES AND UNITS BY TYPE, ANACONDA PLANNING AREA: 1967

	Structures		Units	
	Number	Percent	Number	Percent
Single-family	3,264	93.5	3,264	84.8
Duplex	70	2.0	140	3.6
Multi-family	60	1.7	348	9.0
Trailers	99	2.8	99	2.5
TOTAL	3,493	100.0	3,851	100.0

Source: Clark, Coleman & Rupeiks, Inc.,
Field Survey, Fall, 1967.

Condition of Structures

A survey of exterior structure conditions was made in Anaconda in the fall of 1967. Although no interior inspections were made, the survey is of considerable value in that it ranks each structure in relation to all the other structures in the community. In the survey, all structures were rated according to a numerical scale with "1" representing "good" and "5" representing "poor" condition. The results of the survey are summarized in Table 11.

A total of 3,700 structures were rated and 27 percent of these were found to be in "below average" condition. Residential structures which accounted for nearly 92 percent of the total structures had 26.5 percent of their number rated in "below average" condition. Over 29 percent of the nonresidential buildings were found to be "below average."

The condition ratings were summarized by block as a means of identifying areas which are sound as well as those with varying levels of deterioration. Blocks rated twenty percent or more "below average" are eligible for urban renewal assistance. Figure 3 shows the actual distribution of deteriorated blocks.

TABLE 11

CONDITION OF STRUCTURES
ANACONDA PLANNING AREA, 1967

	Residential		Non-Residential		Total	
	Number	Percent	Number	Percent	Number	Percent
Good	76	2.2	18	5.6	93	2.5
Above Average	916	18.2	51	15.4	664	18.0
Average	1800	53.1	159	49.8	1955	52.8
Below Average	606	17.8	72	22.3	673	18.2
Poor	293	8.7	22	6.9	315	8.5
TOTAL	3394[a]	100.0	322	100.0	3700	100.0

[a] Does not include Mobile Homes.

Source: Clark, Coleman & Rupeiks, Inc., Field Survey, Fall, 1967.

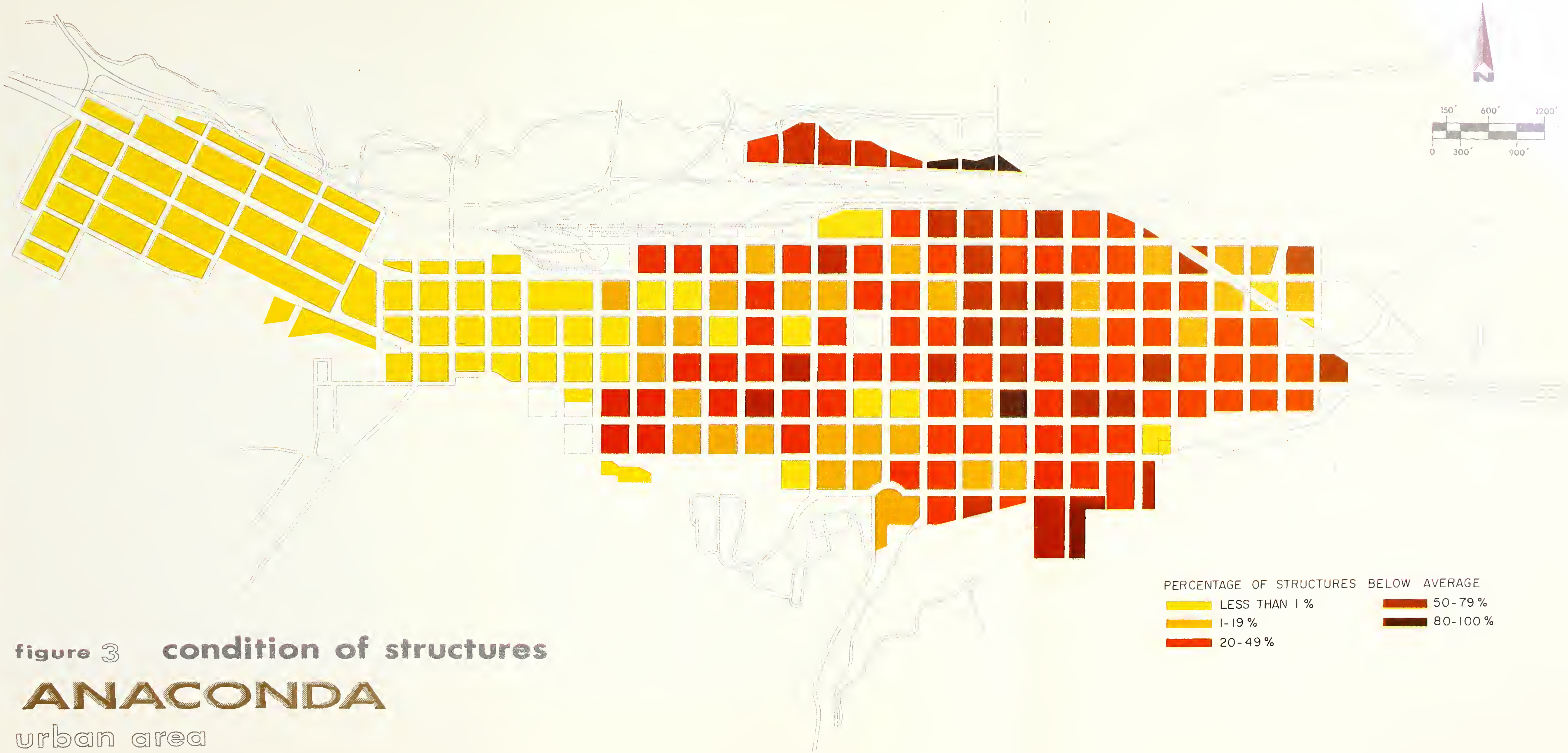

figure 3 condition of structures

ANACONDA

urban area

The Land Use Plan

The Land Use Plan is the proposed arrangement of the land needed by the various uses in the future. The Plan aims to achieve compatibility in the environment while protecting land values. These aims are furthered through the use of buffers such as streets or open space and proper transitions from one use or intensity of use to another. Because of these transitions, any changes to the Land Use Plan must be well thought out and systematic. The Land Use Plan is depicted as an element of the Comprehensive Plan in Figures 7 and 8.

Residential Areas

One of the most important objectives of the Plan is the elimination of substandard housing and the imposition of a minimum lot size. These goals are necessary to create a good living environment conducive to public health and safety as well as individual privacy. In the City's early history the demand for home sites allowed residential construction on very narrow lots and permitted a second unit to be built on the back of the lots. Not only does this condition, which allows eaves to overlap and houses to face onto the alley, continue to exist, but new houses currently are being built on the few vacant lots that exist in such overcrowded conditions. The Plan recommends a maximum density of 8.2 single family units per net acre or a minimum lot of 4,000 square feet. Although only 1,130 new dwelling units occupying about 200 net acres are projected for the Planning Area by 1985, the establishment of a minimum lot size would require considerably more multi-family and single family space. The recent trend of new residential development taking place either west of the City or in the Opportunity area is expected to continue. The Plan recommendations are an endeavor to allow large enough lot sizes outside the city limits to offer privacy and the use of private water and septic tanks, and at the same time to prevent urban sprawl. The recommended densities are indicated in Figures 7 and 8. The areas shown for single family use on the outlying Planning Area Comprehensive Plan are much larger than will be needed by 1985. They are suggested as areas that could feasibly be developed at the indicated density.

Multi-family uses are recommended in certain areas to act as a buffer between commercial or industrial uses and in other cases, as a transition between residential and commercial areas. In both cases, certain commercial uses such as offices and clinics would be allowed in the multi-family area. This use borders much of the CBD not only because it is convenient for the residents but because the higher land values associated with the CBD make it uneconomical for single family homes. Included in this use is new low rent housing for the elderly to be located on Commercial Avenue between Locust and Hickory. Redevelopment costs in the area north of Pennsylvania Avenue demand that this area also be redeveloped in multi-family units. This would be a good site for more low-income housing.

Commercial Areas

Commercial land is indicated as two types in the Plan: intensive and extensive. Intensive commercial is that area referred to as the Central Business District or CBD. Here, commercial activity depends on the pedestrian movement and close-knit store fronts. The extensive commercial areas contain uses which generally depend on vehicular access for their patronage and which require large amounts of land area in relation to floor area. Neighborhood convenience uses are also included under extensive commercial.

The CBD, covered in greater detail later in this chapter, is the major retail and service center of the Planning Area. However, the vast inventory of vacant and run-down buildings as well as stiff competition from Butte, are serving to weaken the CBD. One method suggested in the Plan to strengthen this area is to prevent strip commercial development which not only detracts from the strength of the CBD but congests the streets along which it is located and blights residential areas.

The Plan proposes a large area of highway-oriented commercial uses on the eastern edge of the City. This area corresponds to some degree with existing development. Smaller neighborhood commercial areas offering convenience goods and occupying less than six acres, are located at Larch Street, in Opportunity, in Warm Springs, in the vicinity of West Anaconda, and just west of Hemlock Street.

Industrial Areas

The industrial areas indicated in the Plan are generally the same as those that exist, i.e., the railroad area and the Anaconda Company foundry, smelter and related uses. The only new area is a 105 acre industrial park proposed by the Deer Lodge County Industrial Development Corporation north of the B.A. & P. railroad tracks and east of Washington Street. This site is large enough to serve all new industrial land needed through the planning period.

COMMUNITY FACILITIES

Historically, government's basic rationale has been to provide certain functions and services upon which the health, safety and general welfare of the public depend. Being closest to the people, the local level of government is responsible for providing public safety, utilities, schools and parks. These facilities require tremendous investments and no city can afford not to plan for future needs.

Schools

In the fall of 1968, the Planning Area contained five public elementary schools, one junior high school and one senior high school. Three parochial elementaries and one parochial senior high were also in operation. Only the Beaver Dam Elementary was located outside the city limits.

School District #10, which administers all of the public schools, operates on a 6-3-3 plan: six grades of elementary, three grades of junior high and three grades of high school. The private schools operate on an 8-4 plan with eight grades of elementary and four grades of high school.

District #10 had a combined enrollment of 2,585 students in 1968 while the parochial schools served 1,179 students, 31 percent of the total. Nearly 35 percent of all elementary pupils, 28 percent of the junior high and 27 percent of the senior high students were attending the parochial schools. Yearly enrollment figures have been erratic because of the various periods of employment cutbacks. However, a small increase occurred in total public school enrollment between 1956 and 1968, while a significant decreased occurred in the parochial school enrollment. Table 12 summarizes the Planning Area's enrollment trends.

TABLE 12

PLANNING AREA SCHOOL ENROLLMENT TRENDS

PUBLIC

	Grades 1-6	Percent Enroll.	Grades 7-9	Percent Enroll.	Grades 10-12	Percent Enroll.	Total	Percent
1956	1,293	55.6	632	27.1	402	17.3	2,327	100.0
1962	1,250	51.3	679	27.8	409	20.9	2,438	100.0
1968	1,234	47.7	700	27.1	651	25.2	2,585	100.0
Percent Increase 1962-1968	1.3		3.1		27.9		6.0	

PRIVATE

	Grades 1-8	Percent Enroll.	Grades 9-12	Percent Enroll.	Total	Percent
1962	1,272	77.8	364	22.2	1,636	100.0
1968	857	72.7	322	27.3	1,179	100.0
Percent Increase 1962-1968	-32.6		-11.5		-27.9	

Source: Local School officials and
Clark, Coleman & Rupeiks, Inc

The decline indicated in the elementary grades is due to the phenomenon of post World War II babies entering the first grade around 1954 and finally graduating about 1965, and to the out-migration of young working aged groups.

General standards adopted by the community and used in determining the adequacy of existing school facilities as well as the needs of the community in 1985 are shown in Table 13. Table 14 shows an inventory of all existing school facilities in light of these standards. It will be noted from the inventory that all but one of the existing schools have less than the recommended site sizes. The Dwyer school is located next to a park which can be used by the school and, therefore, does not need additional acreage.

TABLE 13

SCHOOL ENROLLMENT AND SITE SIZE STANDARDS

	Enrollment Per Classroom	Maximum Enrollment	Minimum Site Size
Elementary	28	600	Five acres plus one acre per each 100 pupils
Junior High	28	800	Ten acres plus one acre per each 100 pupils
Senior High	25	1,500	Ten acres plus one acre per each 100 pupils

TABLE 14

CHARACTERISTICS OF EXISTING SCHOOL FACILITIES

Schools	1968 Enroll-ment	1968 Pupils/ Class-room	1968 Deficiencies Site Acres	Class-rooms	Plan I	Plan II
EXISTING PUBLIC						
Beaver Dam	201	34	3.0	1	nearly double classrooms and acreage	same
Lincoln	284	24	6.8	0	312 maximum capacity	same
Bryan	174	28	6.2	0	raze and rebuild at new site near end of Plan period. Capacity about 400	same, except larger capacity 400-600 and rebuilt in early part of the Plan period
Washington	311	26	4.0	0	336 maximum capacity	add six classrooms
W. K. Dwyer	302	25	0.0	0	336 maximum capacity	same
Anaconda Junior High	717	22	16.0	0	remodel and use as elementary and special education capacity 600	same
Daly					raze	same
Anaconda Senior High	651	22	15.5	0	add 6 classrooms and up to 17 acres	use as junior high
PAROCHIAL						
Saint Josephs	296	37	6.7	2	224 maximum capacity	closed
Saint Pauls	337	31	7.7	1	308 maximum capacity	closed
Saint Peters	224	28	6.5	0	224 maximum capacity	closed
Central High	322	20	12.3	0	400 maximum capacity	closed
New secondary west of City	-	-	-	-	junior high, 21 acres 1100 pupils, 39 classrooms	senior high, 23 acres, 1300 pupils, 52 classrooms and junior high, 20 acres, 600 pupils, 21 classrooms

Although the structural conditions of all but two schools were considered adequate, the functional condition of all of the older schools is questionable and considerable remodeling is needed in most cases to meet the demands of modern education. The Bryan school needs to be replaced with a larger structure and the Daly school, which is currently being used by the Junior High, should be razed. The junior high structure itself is in fair condition but is functionally inadequate for junior high curriculums. A new junior high is recommended.

A total of 5,056 students are anticipated for the Planning Area by 1985. Of the total, about half will be elementary students, 26 percent junior high and about 24 percent will be senior high students.

Since parochial schools have been educating 31 percent of Anaconda's students, it is not possible for the public school officials to determine exactly what facilities will be needed for 1985 until a definite decision is made concerning the role of the parochial schools. Financial burdens and difficulties in obtaining teachers for the parochial school are current problems which will become greater as obsolescence forces remodeling of the two functionally inadequate parochial elementaries. It is assumed that if any parochial schools have to close, all will close. Therefore, it is necessary to prepare two alternative plans for the schools.

Plan number one assumes that all of the parochial schools will be operating with their current number of classrooms, and could serve 560 elementary students or 22 percent of the total. In addition these schools could serve 196 seventh and eighth grade pupils while Central High School could serve 400 students in grades nine through twelve.

In this case, the public schools will need an additional 27 elementary classrooms by 1985. The current junior high facility on Fourth Street could be remodeled and used for elementary and special education classes. A maximum of 600 elementary pupils could be served here. The Daly School portion would be razed and used for additional playground space. Also the Bryan school should be replaced near the end of the planning period at a new location between Alder and Ash and Fifth and Sixth streets. The Beaver Dam school should be remodeled and nearly doubled in size, both in terms of rooms and site acres, as soon as possible.

The public junior high school would have a 1985 enrollment of around 1100. This figure is over the recommended maximum but because of Anaconda's limited resources the construction of one large facility would be justified. Since the community has indicated its preference for busing students to centrally located schools, a 21 acre site is suggested immediately west of the City. The cost of this school could be used as "credits" for which federal matching money can be obtained to finance renewal projects in the City.

The Anaconda Senior High would have to serve 900 pupils in this arrangement and would require six additional classrooms. Although about 17 acres would need to be added to bring the high school's site up to standard, this is not considered a realistic proposal. This plan recommends that the high school acquire as much acreage as possible and, in addition that substandard areas in nearby blocks be condemned and redeveloped as parks which could be used by at least one school during school hours and by the general public the remainder of the time. Such multiple usage of the recreational and open space areas would provide economies both in acquisition and in maintenance and operational expenses. Under certain conditions, federal financial aid could be obtained to help with this project.

Plan number two assumes that the parochial schools will be closed and that the public schools will be faced with educating all of the children. Presently, some portable classrooms are being introduced in the City, but these are a temporary solution and cannot be depended upon to alleviate the overcrowding that will result from the closure of the parochial schools. A permanent solution will demand the eventual construction of a new Bryan School with an enrollment capacity of about 600 pupils as well as the use of the remodeled junior high as a 600 pupil capacity elementary. This alternate plan also requires the addition of six classrooms to the Washington School and the remodeling and enlargement of the Beaver Dam School.

Closing Central High School will overload the Anaconda High School to such an extent that a new high school with a capacity for about 1,300 pupils would be a better solution than attempting to enlarge the existing facility. Such a school would require a site of 20 to 25 acres. This plan would make the present high school available for use as a junior high, being of a size comparable with standards for junior high schools. However, a second junior high with a 600 pupil capacity would also be needed to handle the total 1985 enrollment expected in grades seven through nine. This school could be most economically located adjacent to the new high school. Sharing of some facilities would allow a savings in total costs and a campus-like atmosphere would be provided. About twenty more acres would be required in addition to those required for the high school. A site in the general area of the western city limits would be most convenient to the majority of students.

Although the second alternative would be the most costly for the City, it would produce schools which fit more closely to generally accepted standards for each type of facility. The problem of public aid for parochial schools is a crucial issue for today's educational system and the final answer will probably be put off for several years. However, Anaconda cannot wait. The decisions must be made now.

TABLE 15

1985 SCHOOL ESTIMATES

Public Schools

Grades	Enrollment Total	Enrollment Additional	Classrooms Total	Classrooms Additional
1-6	1,967	733	70	27
7-9	1,024	307	37	5
10-12	904	253	36	6

Parochial Schools

Grades	Enrollment Total	Enrollment Additional	Classrooms Total	Classrooms Additional
1-8	761	-96	27	0
9-12	400	88	16	0

Parks and Open Space

Increasing affluence and greater leisure time are creating demands for recreational facilities which many cities find difficult and costly to meet. However, the acqusition and preservation of parks and open space is extremely important in creating a pleasant and liveable environment.

Although the City of Anaconda is located in the middle of vast amounts of open land with a considerable amount of that land available to the public for recreational purposes, the City must provide recreational opportunities for the citizens in the immediate urban environment. Developed recreational land in the Planning Area occupies about 220 acres including the golf course, riding club, Boy Scout camp and gun clubs in West Anaconda and Opportunity. Although all but one of the ten schools in the City have small adjoining playgrounds, this space has not been included in the park statistics with the exception of the seven acre park next to the Dwyer Elementary. The following inventory of existing facilities will provide a foundation for planning for the future recreational needs of the community.

TABLE 16

EXISTING PARKS AND RECREATION AREA

Facility	Acres	Type of Facility
East Anaconda Park	7.3	Neighborhood
Ogden Street Park	1.5	Neighborhood
Kennedy Commons	2.1	Community
Jaycee Park	6.9	Neighborhood
Washoe Park	51.0	Community
Memorial Gym	2.1	Community
Anaconda Golf Course	97.9	Special
Mitchell Stadium	5.1	Special
West Valley Ballpark	2.0	Special
Embassy Ballpark	2.0	Special
Private Recreation	45.2	Special
TOTAL	223.1	

Source: Clark, Coleman & Rupeiks, Inc.

Early in the program the Planning Board adopted a set of general standards which were considered necessary to achieve local goals. These standards recommended that the Planning Area should have nearly ten acres of recreational space per 1,000 people. This acreage should be made up of playgrounds, playfields and neighborhood and community parks as well as special recreational areas such as the golf course. Playgrounds and playfields may occur separately or may be developed in conjunction with neighborhood and community parks. The latter two categories should offer both passive and active recreation areas. While the community park, as its name indicates, serves the entire community, the neighborhood park is designed to serve subsections of the City and should be located within easy walking distance from those in its service area. This park should contain at least one acre per 800 residents and should be a minimum of three acres.

An application of these standards reveals that currently Anaconda has an adequate number of acres in community parks; however, the neighborhood facilities fail to meet some of the requirements. The Planning Area needs approximately 30 acres of this type of facility at appropriate locations, or a minimum of 13.5 additional developed acres. Areas noticeably lacking in neighborhood parks are West Anaconda, Opportunity and the older central residential area of the City.

The Memorial Gym on Hickory Street provides indoor recreation facilities which are used by the general public as well as the schools. The Gym's pool is used year round.

By 1985, the Planning Area will need a minimum of 36 acres of neighborhood parks which offer not only passive recreation areas but special playground and playfield equipment. In addition to the twenty new acres, the parks currently listed as this type of facility need to be more completely developed. Neighborhood parks are recommended in the West Anaconda and Opportunity areas and several blocks are indicated for this type of development in central Anaconda. The new City parks are part of a multi-purpose plan which aims to remove substandard structures while increasing the space available to schools and providing developed recreational areas which are available to the general public. This approach will improve three major facets of the community: schools, parks and residential areas, and at a lower cost to each since costs will be shared and federal aid may be obtained.

The Plan recommends the acquisition of the entire block in which the Memorial Gym is located. This space could be used for expansion, parking and/or open space.

In addition, the 1985 Planning Area population will be large enough to support an 18 hole golf course. It is suggested that the existing course at Opportunity be enlarged. Such a course would require 120 acres.

Open spaces along Warm Springs Creek and other creeks should be maintained not only to allow public access to the creeks but to protect against flood dangers.

Utilities

Sewers

Anaconda is fortunate in that the Anaconda Company provides sewage disposal for the City. The company's disposal needs are so large that a lagoon system was constructed which covers 4,700 acres. This system was begun in 1883 and added to in 1953. The City provides the sewer mains while each individual wishing hook-up must pay for the lines which run to the main. These sewer facilities are only available within the City and many are in need of repair and some should be enlarged. The problems resulting from these conditions are becoming very serious and action should be taken as soon as possible. The magnitude of this problem will receive greater clarification through the engineering evaluation made possible by the pending urban renewal program.

The existing storm sewer system serves most of the City except the newer areas in the western portion. This system empties into Warm Springs Creek and is generally adequate, although some areas do have storm drainage problems.

Water

Anaconda's water system is also owned by the Anaconda Company. The water supply comes from Lake Hearst, Fifer Creek and three wells. The storage reservoir at Lake Hearst has a capacity of 300 million gallons and the reservoir at Fifer Creek can hold 15 million gallons. From six to eight million gallons of water are treated daily with chlorine and ammonia. Between 1950 and 1960, the total average daily consumption dropped by over 800,000 gallons.

Despite certain inadequacies in the present utilities system, the greatest problem for the Planning Area is the lack of sewer and water systems in West Anaconda and Opportunity. These areas of fairly dense development are expected to continue to grow although their lack of sanitary sewers is already a serious threat to health. Immediate detailed engineering studies and plans for the construction of sewers in these areas are necessary.

Fire Protection

The Planning Area is served by the Anaconda Fire Department, the rural departments in West Anaconda, Opportunity and Warm Springs and by the Forest Service and Anaconda Company emergency vehicles.

The City fire department occupies 3,000 square feet on the first floor and 1,500 feet on the second floor of the City Hall, which was built in 1895. The fire station section was added in 1918. Both portions are considered in poor functional and structural condition. The department's fifteen employees man the rolling stock of two 1,000 gallon pumpers, one 75 foot aerial ladder truck and one station wagon. The City has been rated class 6 by the Board of Fire Insurance Underwriters since 1959.

The Opportunity fire department is equipped with a 250 gallon pumper, a one ton truck with a small pump and an ambulance, while the Warm Springs department, which is staffed by twenty volunteer firemen, has a 750 gallon pumper. The West Anaconda Volunteer Fire Department has a 500 g.p.m. pumper truck and the forest service which also responds to fires in the western outlying sections of the Planning Area, has a 750 and a 1,000 gallon tanker, two small four-wheel drive tankers and two portable pumps, one on a trailer and the other on a pickup. This equipment is stored several miles west of Anaconda. In addition, the Anaconda Company maintains a 1943 model 750 gallon pumper, a 1967 model emergency truck and an ambulance. These vehicles are manned by four paid and twenty volunteer firemen.

These fire departments serve the developed sections of the Planning Area quite well. The City fire station needs to be relocated in a more suitable structure. Such a location is recommended in the Plan in conjunction with the proposed civic center on Park and Chestnut Streets. In addition, an auxiliary station may be desirable near the west end of the City.

Other Facilities

Library

The Hearst Free Library was donated to Anaconda by Phoebe Hearst in 1898. The brick two-story building is in good condition in spite of its age. Over 16,000 square feet of floor space are contained within the two stories and basement. Three people are employed by the library, two in circulation and one for maintenance. The library has about 4,000 card holders and 65,464 volumes in circulation. This facility is well located on Fourth and Main where it is within walking distance of the Central Business District, the junior and senior high schools and the County Courthouse.

City Hall

The Anaconda City Hall, situated on Commercial Avenue at Cedar Street, was constructed in 1895 and the fire station section was added in 1918. The two story brick building contains a total of 30,000 square feet of floor space. The clerical and police departments which employ a total of eighteen people are located on 2,200 square feet of the first floor. The fire department occupies 3,000 square feet on the first floor and 1,500 square feet on the second floor. The jail and maintenance department share the basement while the Council chamber occupies the remainder of the second floor. The municipal court uses 400 square feet on the first floor.

The entire building is in poor condition both structurally and functionally and is in dire need of replacement by a larger and more functional structure. The Plan suggests a new two-block civic center to be located between Third and Commercial Streets and Chestnut and Birch. These blocks are now in substandard condition and could be redeveloped with federal assistance. Thus, the civic center and its required parking area could be provided at a relatively low cost.

County Courthouse

The Deer Lodge County Courthouse is located at the southwest terminus of Main Street. This three-story sandstone structure was built in 1897 and has a total of 18,000 square feet of floor space. The non-functional design of the structure allows nearly 42 percent of the floor space to be used as corridors or vault space while only 10,498 square feet are usable space.

The courthouse houses all of the various county offices as well as some federal offices and nearly every department experiences space deficiencies. However, a new building is not recommended. The existing building is deeply rooted in Anaconda's history and its backdrop of steeply rising foothills, offers an imposing view down Main Street. Remodeling could add some additional office space and certain offices currently located here would be more appropriatly located in the proposed civic center.

Community Hospital

The operation of this 90-bed facility and adjoining 30-bed nursing home was recently transferred from the Sisters of Charity to the Community, hence the corresponding name change from Saint Ann's to the Community Hospital. The structure is located on Oak Street between Sixth and Seventh Streets and is in good condition. Although no major changes are forseen, some additional bed and parking space can be expected within the planning period.

City Shop

The City Shop is located on Pennsylvania Avenue in a frame building which was constructed in 1936 with a steel addition in 1957. Although the building is in fair functional condition, it is poor structurally. The 4,400 square feet of floor space is inadequate for the Street and Alley Department which houses its four employees and equipment here. A larger structure is recommended by the Plan for the existing site.

Airport

The Anaconda Deer Lodge County Airport is located about three miles east of the City. The present 4,500 foot long runway can accommodate DC-3's and smaller aircraft. Runway lights and a beacon have been installed and motel accommodations are available.

The Airport Board is acquiring approximately 112 acres adjacent to the present site which will enable the installation of a north-south runway. The 1969 National Airport Plan includes the Anaconda Airport as a basic stage 2 airport. The existing runway is planned to be extended to 6,000 feet and a new 4,800 foot runway will be constructed. These lengths will be sufficient to accommodate general aviation aircraft. Runway approach or clear zones are recommended in which only extremely low density development would be allowed. The County should take the necessary action as soon as possible while the area is free of development.

Railroad Passenger Depot

The Butte Anaconda and Pacific Railroad's passenger depot, which is located at the northeast terminus of Main Street is currently unused. The structure's location and style tie to the area's history and make it an excellent home for a museum and perhaps Chamber of Commerce office. Landscaping of the proposed museum area would provide a pleasant atmosphere which could be utilized by tourists, business people and shoppers. A walkway to the area north of Pennsylvania Avenue would help tie the city together. The Plan recommends that the depot be acquired and used as a county museum.

Community Facilities Plan

In accordance with standards and goals of the community the Community Facilities Plan, Figure 4, indicates the type, number and location of facilities needed in the future. If the Plan is adopted and effectively implemented, significant savings can be made by acquiring needed properties through redevelopment programs. To achieve the benefits and savings possible through this Plan, it is of utmost importance to review development trends in relation to the Plan at definite intervals. In this way, necessary adjustments can be made and facilities will be provided as needed at the lowest possible cost. The Community Facilities recommendations are as follows:

1. Build a new junior or senior and junior highs and use existing junior high for elementary education.
2. Either make additions to the senior high or use it as a junior high.
3. Raze Daly school and use space for playground.
4. Raze existing Bryan School and construct a larger structure at Ash and Fifth Streets.
5. Enlarge Washington School.
6. Enlarge Beaver Dam Elementary.
7. Establish neighborhood parks in West Anaconda, Opportunity and central Anaconda.
8. Acquire additional space for Memorial Gym.
9. Enlarge golf course.
10. Build new civic center and perhaps auxiliary fire station.
11. Rebuild city shops.
12. Preserve runway clear zones.
13. Acquire and remodel railroad passenger depot as museum and Chamber of Commerce office.
14. Acquire additional space for the Community Hospital.
15. Maintain and up-grade utility systems. Relocate overheads underground.

THOROUGHFARES

If the net worth of all public facilities in the City of Anaconda were to be computed, the streets would be by far the most expensive item of public investment. Therefore, it is important that the maximum efficiency is realized from the present system. The Community cannot afford to ignore maintenance problems, nor can it afford to overbuild.

Existing Conditions

The major thoroughfares serving the Planning Area are U.S. Highways 10 and 10-A, the Anaconda-Galen Road, State Highway 48, Mill Creek Road, Commercial Avenue, Park Avenue, Main Street and Fourth Street. Highway 10 and U.S. Interstate 90 follow the same route through the Deer Lodge Valley, although the four-lane interstate route is finished only as far north as the vicinity of Opportunity. Currently, detailed plans are being prepared for the completion of the interstate highway through the valley.

Rights-of-way within Anaconda are seventy feet with the exception of eighty feet on Main Street and 120 feet on Park Avenue west of Larch Street. On the western section of Park Avenue the pavement or roadway travel section consists of four travel lanes although all other streets have two travel lanes. Commercial and the eastern portion of Park Avenue form a one-way couplet with each street having two travel lanes and on-street parking on both sides. Traffic control signals exist along Commercial Avenue, Park Avenue and Fourth Street at major intersections.

A pavement conditions survey revealed that the northern section of the Anaconda-Galen Road was the only major roadway in the Planning Area which was not paved. The pavement on U.S. Highways 10 and 10-A was in good condition while that on the other major streets was fair. Within the City, the pavement on Commercial Avenue was in good condition and Park Avenue pavement was rated fair. Poor pavement conditions are found on Fourth Street from Main to Monroe, on Third between Maple and Main and on Main from the courthouse to Sixth Street.

Volumes

Because of the relatively low traffic volumes in the Planning Area, the adequacy of the existing transportation system was determined by a form of volume analysis rather than the survey method of data collection which is used in the detailed studies for larger urban areas. Volume analysis is based upon a comparison of traffic volumes and street capacities.

Table 17 shows general capacities for various types of streets. A typical two-lane arterial street with curb parking can accommodate about 7,500 to 8,600 vehicles per day, or 24 hours. A four-lane arterial with curb parking could handle as much as 13,000 vehicles. The addition of a median and other traffic control measures could permit volumes ranging from 18,000 to 23,400 vehicles per day. One-way

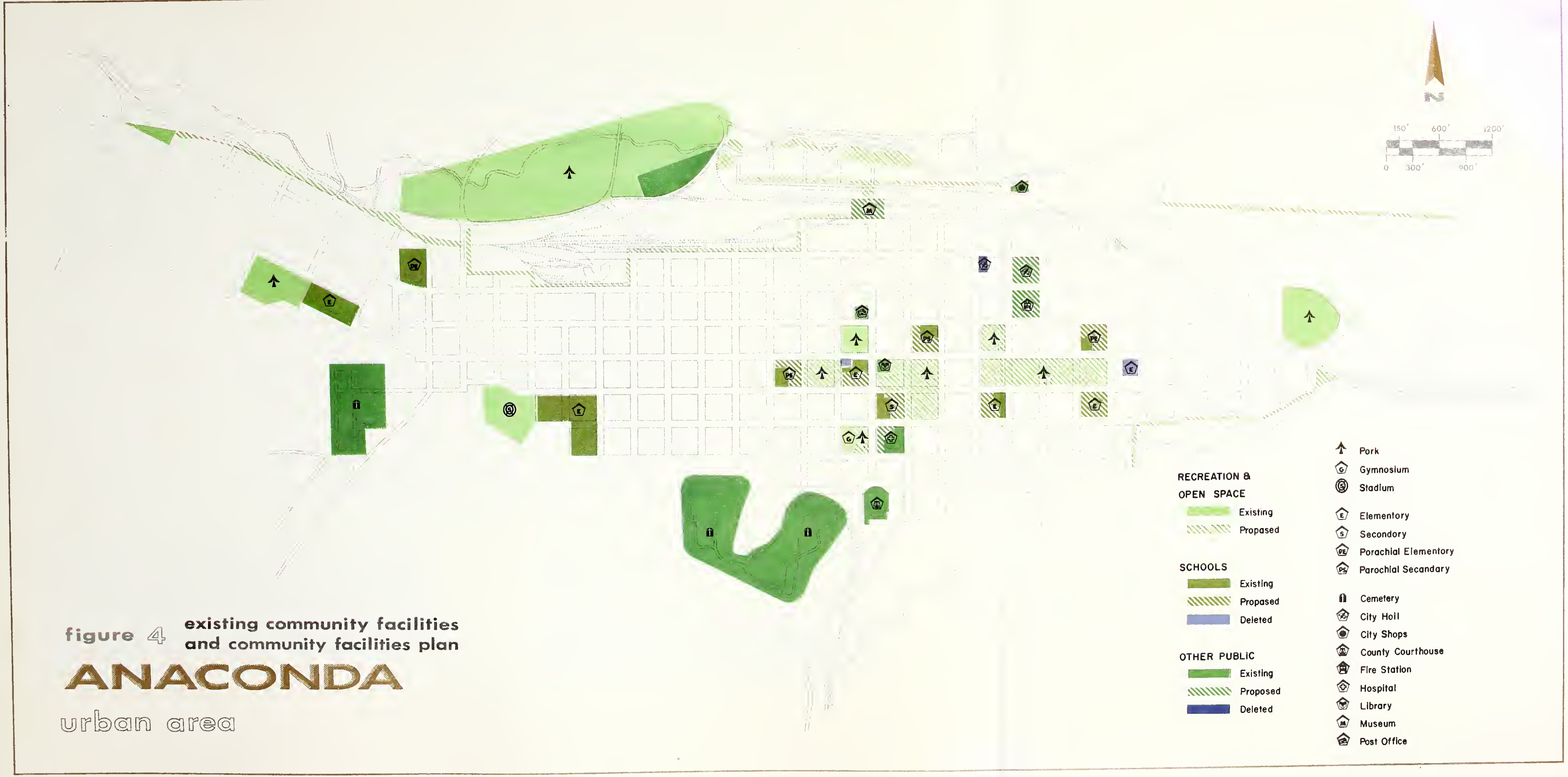

figure 4 existing community facilities and community facilities plan

ANACONDA urban area

TABLE 17

STREET CAPACITY

FACILITY	PRACTICAL CAPACITY Vehicles per Day
Two-Lane Urban Street	
2-way (curb parking)	7,500 - 8,600
1-way (curb parking)	9,000 - 10,400
Three-Lane Urban Street	
1-way (curb parking one side)	13,400 - 15,600
Four-Lane Urban Street	
2-way (curb parking)	10,000 - 13,100
2-way (no parking)	12,800 - 16,500
2-way (improved plan)[a]	18,000 - 23,400

[a] Median separation, progression signalization, parking restrictions, turn controls, widening of intersections, green signal time in excess of fifty percent.

NOTE: These capacities are based on typical traffic flow characteristics where ten percent of the 24-hour traffic is peak hour, sixty percent of peak hour traffic is in the predominant direction of flow, twenty percent turning movements, ten percent commercial vehicles and fifty percent is green signal time.

traffic operations can increase street capacity by twenty to fifty percent. In most cases, the capacity of a street is limited by the capacity of its intersections with other streets. Intersection capacity is affected mainly by the street width, the amount of green signal time provided for traffic movement and by parking regulations. Thus, there are several steps that can be taken to improve the capacity of a street without major construction and large expenditures.

The highest traffic volumes in the outlying Planning Area occur on U.S. Highway 10-A at its junction with State Highway 48 and the Anaconda-Galen Road. The 1967 average daily traffic recorded at this junction was 4,295 vehicles, 8.5 percent over the 1961 ADT. The second highest volume was on U.S. Highway 10 east of its junction with 10-A. Just outside the western city limits of Anaconda, an ADT of 2,873 was recorded in 1967, a 12.6 percent increase since 1961. Traffic volumes on FAS275, the main street through Opportunity, declined during the six-year interval.

Within the City, lower traffic volumes were reported on most sections of the main streets in 1964 than in 1960. The only increases were recorded on the eastern and western edges of the City and on Park Avenue west of Palmetto Street. In 1960, Park Avenue in the vicinity of Oak and Cherry Streets was carrying traffic loads of 8,330 ADT which approached the typical capacity of such a two-lane one-way street with curb parking. By 1964, traffic had dropped such that no street was handling loads beyond its capacity. The period of traffic declines corresponds with the employment declines which resulted from the moving of copper concentrating activities to Butte. Since that time employment figures have resumed their previous levels and traffic volumes have increased. In addition to the volume of vehicles traveling on Park Street, an extremely significant factor in the congestion is the maneuvering of parkers, which often effectively blocks through traffic movement in one or both of the travel lanes.

Street Classification and Design Standards

Any street system is composed of primary and secondary arterials and collector and access streets. Each type should be designed to do its special function and should be correlated with the other streets to form an integrated system which can move traffic in the most efficient and economical way possible. Major or primary arterials provide for movement across and between sub-parts of the urban region and serve both through and local trips. In the Anaconda area, primary arterial service is required only by the inter-city traffic which travels Highways 10 and 10-A. On a slightly lower level of service, the secondary arterials provide for movement within the large subparts prescribed by major arterials but allow much more direct service to abutting land uses. Traffic generators, such as shopping centers, strip commercial development and high schools, require this type of street. The collector system provides for movement within smaller areas or neighborhoods, which in most cases are bounded by higher level arterials. These streets serve a high proportion of local traffic requiring direct access to abutting land uses. Collector service is required by the nonresidential uses which generate quite large traffic volumes but which are not served by primary or secondary arterials. Local access streets should provide access to land and should not carry through traffic. A set of design standards for the major streets is given in Table 18. Such standards should be followed in any new construction and, as far as feasible, in the reconstruction of existing facilities

TABLE 18
THOROUGHFARE STANDARDS

Classification	Number of Lanes	Paved Width	Minimum R.O.W. Width
Major Arterial	4-6	48'-64'	80'
Secondary Arterial	2-4[a]	44'	60'
Collector Street	2-4[a]	44'	60'

[a] Parking optional

The Thoroughfare Plan

The Thoroughfare Plan shown as part of Figures 7 and 8 is a network of arterial and collector streets which can provide an acceptable level of service in light of present and future traffic demands. The outlying major arterials are nearly the same as those of the current system including the completed Interstate Highway 90 (U.S. Highway 10), U.S. Highway 10-A and State Highway 48, the Anaconda-Galen Road, Mill Creek Road and FAS 275, Opportunity's Main Street. Highway 10-A should be classified as a primary arterial while all others listed above should be classified as secondary arterials except Mill Creek Road which should be designated as a collector. Highway 10-A, a two-lane facility which heads west from Anaconda to Porter's Corners near Georgetown Lake, then north to its junction with the Interstate 90 at Drummond is a popular route for recreational traffic, including both local people and tourists. Since 1961, the average daily traffic on this route has increased between ten and fifteen percent and accidents have also increased considerably. This route should be improved as soon as possible to increase its safety and efficiency. Sometime during the decade of the seventies, consideration should be given to a more far-reaching solution for expediting through east-west traffic, such as an arterial which by-passes the central part of the City by going north of Warm Springs Creek, or possibly by utilizing part of the Butte, Anaconda and Pacific Railroad right-of-way.

Inside the City, only Park and Commercial Avenues are classified as primary arterials. As a couplet, these streets are a continuation of U.S. Highway 10-A. Park Avenue has been considerably congested in the downtown area where heavy through traffic is snarled by shoppers attempting to park. The Plan recommends that on-street parking be removed from Park Avenue between Hickory and Chestnut Streets and only parallel parking be allowed on Main between Third and Fourth Streets. The lost parking spaces would be provided in off-street lots.

Fourth and Main Streets are indicated for secondary arterials since they will provide for intra-city movement and connect directly with the County courthouse, high schools and CBD, while tying western and eastern neighborhoods together.

The collector system is designed to collect and distribute traffic between the major arterials and the local access streets. Because of the narrow layout of Anaconda, collectors are not needed except in the central section of the City. The collectors have been designated to form a loop which ties the north side of Pennsylvania Avenue more closely to the rest of the City

Although access and egress is provided for every residence, certain portions of some downtown access streets should be closed to provide additional park and school recreational area and for the safety of the park users. It is recommended that 300 feet on Locust, Hickory and Alder Streets and 670 feet on Oak and Fifth Streets be closed.

Priorities for street surface improvements within the City should be set according to classification of street and need. Immediate work on the existing streets can prevent further decay of these costly facilities. The safety of the streets would be increased by surface maintenance and by improving the timing of the traffic signals.

The Thoroughfare Plan is a guide to be followed by those responsible for providing and maintaining the streets of the Anaconda area. Improvements to the system should be made in response to anticipated need and within financial limitations. Periodic reviews should be held to determine the need for adjustments in response to changed circumstances. Such adjustments must be related to corresponding changes to the other Comprehensive Plan components.

THE CENTRAL BUSINESS DISTRICT

The Central Business District, or CBD, is the center around which life in a city revolves. It is the epitome of the city, not only in the eyes of its visitors, but in the eyes of its residents. As the retail, business and entertainment center, the CBD usually represents a significant share of the city's assessed property values and actual tax revenues. Taxes from this area help to support services and facilities throughout the city, a fact that emphasizes the importance of the Central Business District to the economic health of the entire community.

CBD Land Use

The CBD is deliniated by Front Street on the north, Fourth Street on the south, Locust on the west and Chestnut on the east. Within this area there are approximately 74 acres of land. About forty percent of the entire area, 29.5 acres, is devoted to streets and alleys. Except for the residential development generally found on the periphery of the CBD and a few industrial uses, commercial development occupies most of the remaining area. The spatial arrangement of land use in the CBD is depicted in Figure 1. Here it can be seen that commercial activity is well concentrated along Park and Commercial Avenues between Cedar and Main Streets. Retail activities are concentrated most heavily on Park Avenue.

CBD Floor Space

Altogether there are 547,300 square feet of commercial floor space in the CBD. Some two-thirds of this is actually in use while nearly

184,000 square feet are vacant. Most of this vacant space is in upper stories and much is in substandard condition.

Nearly a third of the total commercial floor area and half of the used space is occupied by retail uses. The primary goods category generally occupies the largest portion of the CBD's retail space; however, in Anaconda the secondary goods category was the largest user occupying 55 percent of the total. Primary goods occupied 22.7 and convenience goods 22.2 percent of the total. Table 19 summarizes the Planning Area's floor area by use.

The largest proportion of the floor space is found on Park Avenue. The area between Main and Cedar is heavily developed with two or three story structures.

TABLE 19

GROSS COMMERCIAL FLOOR AREA

	CBD	Percent of P.A.	Planning Area
Primary	39,975	97.6	40,975
Secondary	96,950	62.6	154,814
Convenience	39,000	28.7	135,725
RETAIL SUB-TOTAL	175,925	53.1	331,514
Office	58,425	96.7	60,425
Service	42,200	74.8	56,450
Hotel & motel	87,000	87.9	99,000
Vacant	183,750	93.1	197,350
TOTAL	547,300	73.5	744,739

Source: Clark, Coleman & Rupeiks, Inc., Field Survey, 1967

Building Conditions

A block summary of the 1967 exterior buildings condition survey is shown in Figure 3. Of the twenty-three developed blocks in the CBD, only five were rated good or above average indicating that less than twenty percent of their structures were below average. Between 50 and 79 percent of the structures on eight blocks were rated below average. Thus, over three-quarters of the CBD is eligible for federal assistance in redeveloping. A total of 315 structures were rated in the CBD; 55 percent of these were residential types. Nearly 36 percent of the commercial buildings and 44 percent of the residential structures were in "below average" condition.

Land and Building Values[1]

The highest land values in the downtown occur on Park Avenue immediately east of Main Street where values of 27 and 28 cents per square foot are reported. From these highs, the assessed land values range to a low of two cents per square foot for some of the peripheral residential blocks. The 100 percent area is, therefore, both sides of Park Avenue for two blocks between Main and Cherry Streets. The overall average assessed land value for the CBD is twelve cents per square foot. However, in the ten-block commercial core which extends down Park Avenue from Hickory to Chestnut, a 17 cent per square foot average land value is reported.

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[1] County Appraisers Office, December, 1968.

The assessed improvement values or assessed values on the structures, generally follow the same spatial pattern as do the land values. The high for assessed value on improvements, 90 cents per square foot, is found on the south side of Park Avenue between Oak and Cherry Streets. The low improvement values generally occur in the residential blocks on the CBD periphery where an average of eight cents per square foot of improvement is reported. The overall average assessed value on improvements in the CBD is 34 cents while in the ten block core the average increases to 46 cents per square foot.

The overall average for total assessed valuation of both land and improvements for the ten block core area is 63 cents per square foot. This represents $1.3 million of taxable value, or approximately 26 percent of the City's total taxable value. Figure 5 indicates, by half block, the combined average assessed values of both land and improvements in the CBD.

CBD Ownerships

A study of the ownership of each piece of property in the CBD revealed that 87 percent of the land area is owned by persons residing within Deer Lodge County. Seven percent was owned by Montanans who live outside the County and six percent was owned by out-of-state residents.

Parking

An adequate supply of well-located parking space is necessary for a healthy CBD. In this automobile oriented age, the CBD that lacks adequate parking is likely to see many of its functions being transferred to other locations where parking is available. Several surveys were conducted in the CBD in order to determine the effectiveness of the parking facilities and to provide guidelines for determining future needs.

Parking Inventory

A total of 578 parking spaces were inventoried in the CBD in the Fall of 1968. Nearly a third of these were off-street spaces and the remaining 389 spaces were metered curb parking. Figure 6 shows the location of the parking facilities inventoried, while Table 20 summarizes the findings in detail.

Usage

Further surveys discovered that at any one time, only 55 percent of all parking spaces were being used. The average numerical usage of curb parking spaces was 53 percent and the average of off-street spaces was 59 percent.

Generally, when analyzing parking situations, the term "space hour" is used. This is defined as the product of one parking space and one hour. In the survey area, all spaces were

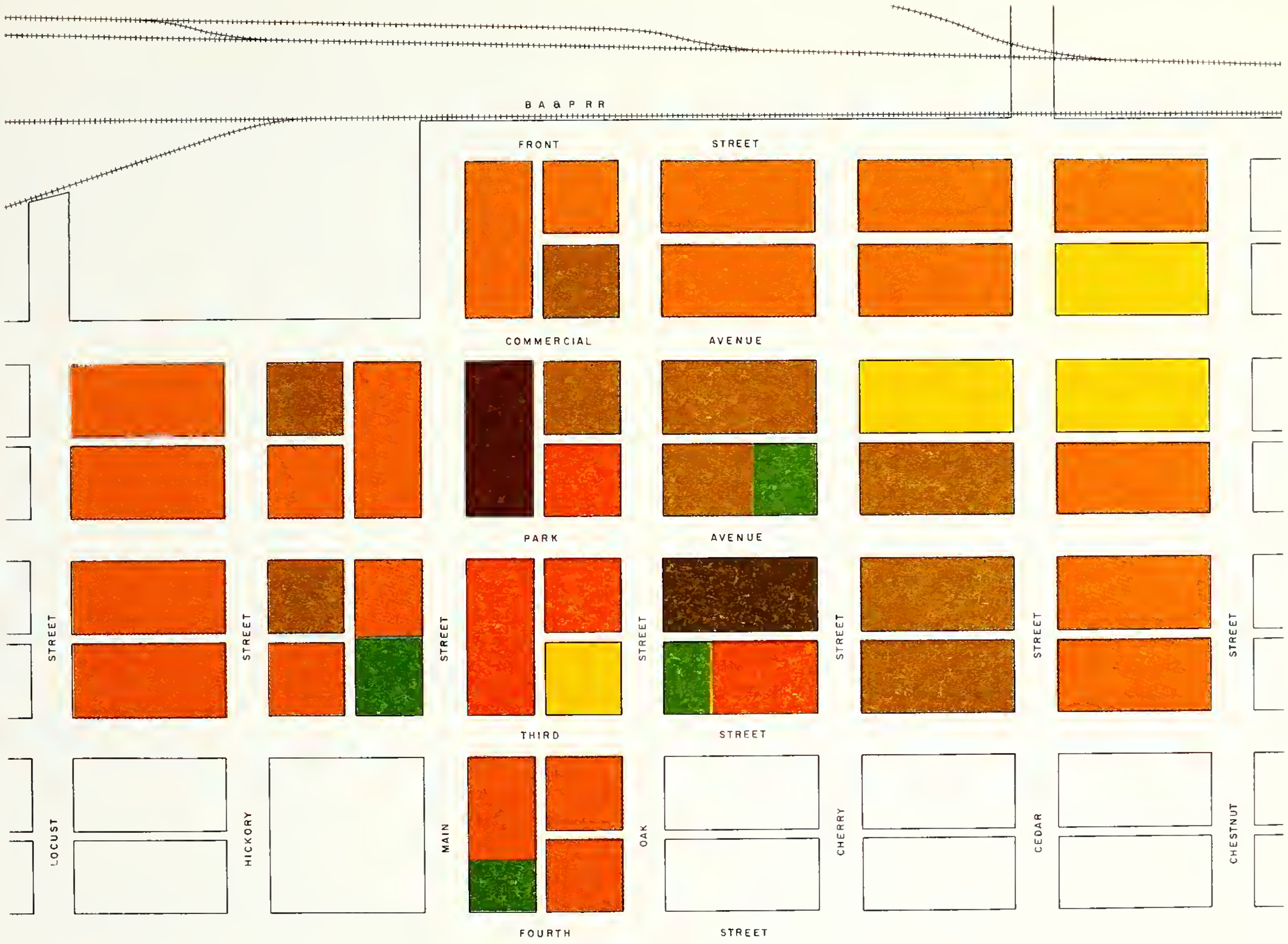
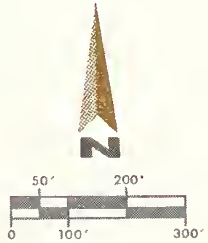


figure 5 assessed values

ANACONDA

central business district



TOTAL ASSESSED VALUATION
(PER SQUARE FOOT)

🟨	$ .01 - .19	🟥	$ .80 - .99
🟧	$ .20 - .49	🟫	$ 1.00 & OVER
🟫	$ .50 - .79	🟩	TAX EXEMPT

occupied 41.4 percent of the time from 9:00 a.m. to 5:30 p.m. The curb facilities were in use for 1,308 space hours, or 37.3 percent, while the off-street spaces were used 49.7 percent of the time available. Normally metered spaces can only expect a 90 percent occupancy while short-term off-street lots reach their capacity when they are about 85 percent full.

TABLE 20

PARKING SPACE INVENTORY

Type	Spaces Number	Spaces Percent
Metered Curb Parking		
Six Hour	16	4.1
One-half or less	8	2.1
Two Hour	365	93.8
Sub-Total	389	100.0
Off-Street Parking		
Private lots	135	71.4
Public lots	54	28.6
Sub-Total	189	100.0
TOTAL PARKING	578	

Source: Clark, Coleman & Rupeiks, Inc.
Parking Survey, 1968.

Turnover

Parking turnover, or the number of vehicles which use each space per day, provides a measure of the efficiency of space usage and of parking regulations. Six-hour meters had a turnover of 2.1 and the turnover for two-hour meters was 3.9. Half-hour meters had the highest turnover, 8.1 In light of the above discussion of space-hour usage, these turnovers indicate that the average parker was staying less than the full time permitted by each type of meter.

Accumulation

The survey also estimated the accumulation of parked vehicles at half-hour intervals. As might be expected, fewer parked cars accumulated in the early hours of the morning and in the later hours of the afternoon and early evening. The greatest accumulation of parked cars occurred towards midday and midafternoon. For curb spaces, the low occurred at 9:00 a.m. when only 19 percent of the available spaces were used. The highest accumulation occurred at 4:30 p.m. when 51.9 percent of the spaces were occupied. The lowest accumulation of parked cars in off-street spaces was at 5:30p.m. with 37 percent of the 189 available spaces occupied. The off-street high had occurred at 3:30 p.m. when 58.7 percent of the spaces were being used. When the curb and off-street spaces are combined, the lowest accumulation occured at 9:00 a.m when only 26.8 percent of the total were used and the high occurred at 4:00 p.m. when 52.5 percent were occupied.

Parking Revenues

The total meter collections for the last ten years through 1968, amounted to $138,955.50, an average of $26.52 per meter. Meter fines for the same interval totaled $30,770, an average of $4.06 per 1968 meter. The greatest amount from fines, $5,962, was collected in 1961 while 1959 produced the lowest amount, $607. Meter collections in 1961 produced $18,274, the greatest amount of revenue in any one year. The smallest yearly revenue was in 1968 when only $10,317 was collected. Early in 1969, the City employed a "meter maid." As a result, the total parking revenue for April, 1969 was $2,517 from meter collections, $278 from fines and $1,268 from the police court.

Parking Needs

Parking in the CBD is currently not a major problem although more enforcement is necessary. However, traffic congestion on Park Avenue is due in large part to motorists maneuvering for an on-street parking space. As a possible solution to decreasing the congestion on Park Avenue, it is recommended that on-street parking be removed from one or both sides of the street between Hickory and Chestnut. In addition, only parallel parking should be allowed on Main Street which now has diagonal parking on the east side. The 133 metered parking spaces lost under the most extreme alternative should be replaced in off-street lots. Total parking needs in the future will depend upon growth and redevelopment in the CBD since a close correlation exists between parking space requirements and productive retail floor area. In 1968 there was approximately .99 square feet of parking area for each square foot of productive retail use in the CBD. Assuming this ratio for 1985, results in a need for a total of 679 parking spaces or 101 additional spaces. The 133 relocated on-street spaces and the 101 new spaces would require a minimum of one full block of off-street space. The Plan recommends that this space be located in blocks which are presently occupied by substandard structures. Federal aid in the acquisition of such areas would be possible under certain circumstances through urban renewal. The off-street lots should be located within 300 feet of the core shopping area since this is generally as far as shoppers will walk. Suitable locations with blighted conditions are found on Front Street between Main and Cedar and on Third Street.

In addition, the general appearance of the CBD could be improved by repairing or replacing many of the existing meters.

The Central Business District Plan

The previous discussion of the existing conditions in the CBD indicates that its major problems are the excess of available floor space, much of which is in substandard structures and in upper stories, and the fierce competition from Butte especially for primary retail sales. Since most of the buildings in the CBD were constructed about the same time

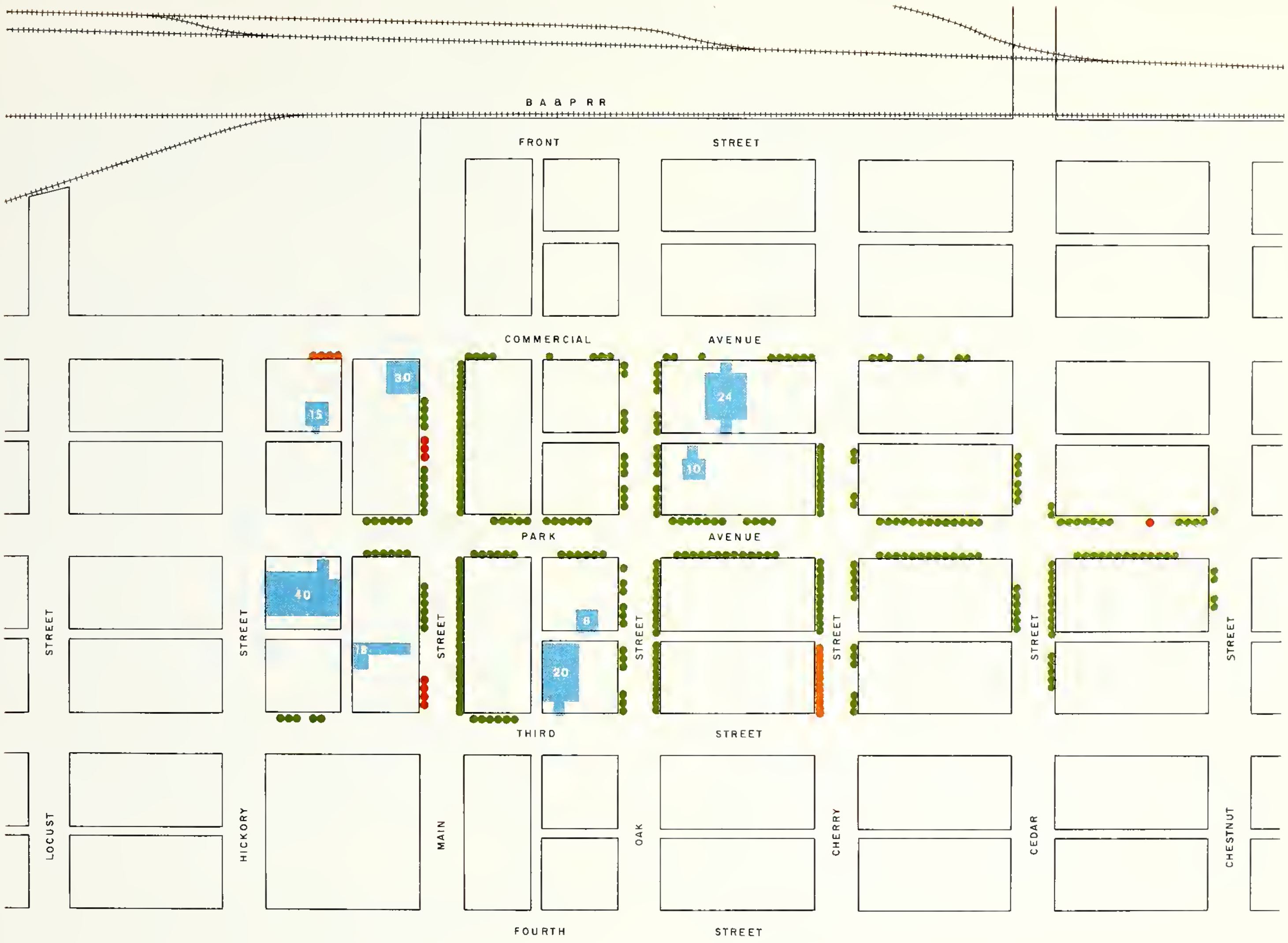
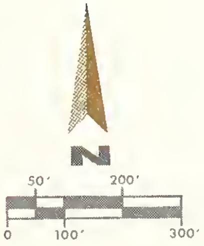


figure 6

parking ANACONDA
central business district



CURB
- ● 6 HOUR METER
- ● 2 HOUR METER
- ● 30 MIN. OR LESS METER

OFF STREET PARKING
- 10 LOT & NUMBER OF SPACES

and of the same locally produced bricks which have deteriorated considerably, the general appearance of the area is "run-down," including the sidewalks, streets and parking meters which are also in need of considerable repairs.

One of the principal objectives of the Comprehensive Plan is to strengthen the CBD. The most important steps in achieving this goal are to prevent the spread of commercial uses and to eliminate substandard commercial floor space. These two steps can increase the value of the remaining commercial space while improving the general appearance of the area. At first, federal aid will be necessary to remove the substandard structures. However, later as the CBD is improved and the value of the remaining land and structures increases, private interests will find it profitable to improve their own structures. Further, a more attractive and compact CBD will help to win retail sales away from Butte. By 1985, the CBD will need approximately 426,700 square feet of commercial floor area of which 206,500 square feet will be occupied by retail uses. This is an increase of 63,200 square feet over the space used in the CBD in 1967.

Traffic circulation in the downtown area could be increased by the removal of all on-street parking on Park Avenue between Hickory and Chestnut Streets, and by allowing only parallel parking on Main Street between Third and Front Streets. This will remove 110 spaces from Park Avenue and 23 spaces from Main Street. These spaces should be replaced in public off-street lots which could be acquired with federal aid such as urban renewal. Numerous studies have found that shoppers generally will walk no farther than 300 feet. Therefore, the parking lots must be located about 300 feet from the main shopping area. Sites presently occupied by substandard structures have been suggested for these lots. Three lots are located on Front Street between Main and Cedar Streets and two are located on Third at Oak and at Cedar. These lots could hold the additional 101 spaces needed by 1985 as well as the relocated on-street spaces.

The transition problem between the commercial uses of the CBD and the single-family residential areas is solved on the west and south with multi-family residential uses or park space. These uses also act to contain the commercial area thus preventing commercial sprawl. New federally financed housing for the elderly will make up part of the multi-family area. The new housing for the elderly will be located on Commercial between Locust and Hickory Streets across from the existing Mount Haggin Homes Project. These low-rent projects are convenient to shopping and recreation areas. The railroad will continue to form the northern boundary of the CBD. It is recommended that a low-maintenance screen of trees or shrubs divide the railroad from residential and commercial uses. The eastern edge of the CBD is faced by wholesale and distribution uses north of Commercial and by the two-block civic center between Commercial and Third. This center could be made up of a governmental office building and a public safety building and their required parking space. At least one and a half feet of parking area should be allowed for each square foot of floor space. The CBD Plan is shown graphically in Figure 7 as an inseparable element of the Comprehensive Plan for the urban area. This Plan will be considerably detailed during the urban renewal program for which the City is making application.

THE COMPREHENSIVE PLAN

Due to the shape and size of the Anaconda Planning Area, the Comprehensive Plan is shown in Figures 7 and 8. The Plan describes the arrangement of future uses considered best when the four elements previously discussed are considered in relation to each other. The full benefit of the Plan can only be achieved when the interrelated aspect of its proposals is understood. Progress towards the implementation of any one area of the Plan will depend in most instances upon progress in the other areas. It must be emphasized that the Plan is not a fixed document but a general guide which must be periodically reviewed and updated, if necessary, in light of changed circumstances. However, any modifications made should preserve the overall objectives of the Plan and should not be made in response to special interest groups.

Specific objectives of the Plan are:

1. To coordinate the development taking place in West Anaconda and Opportunity with that of Anaconda and to provide the necessary community facilities needed for that development.
2. To provide for compact development which will preserve agricultural and open lands.
3. To strengthen the CBD by preventing wasteful commercial sprawl and by rehabilitating or eliminating substandard structures.
4. To eliminate substandard housing conditions.
5. To provide coordinated school-park development which allows joint use and joint financing of sites.

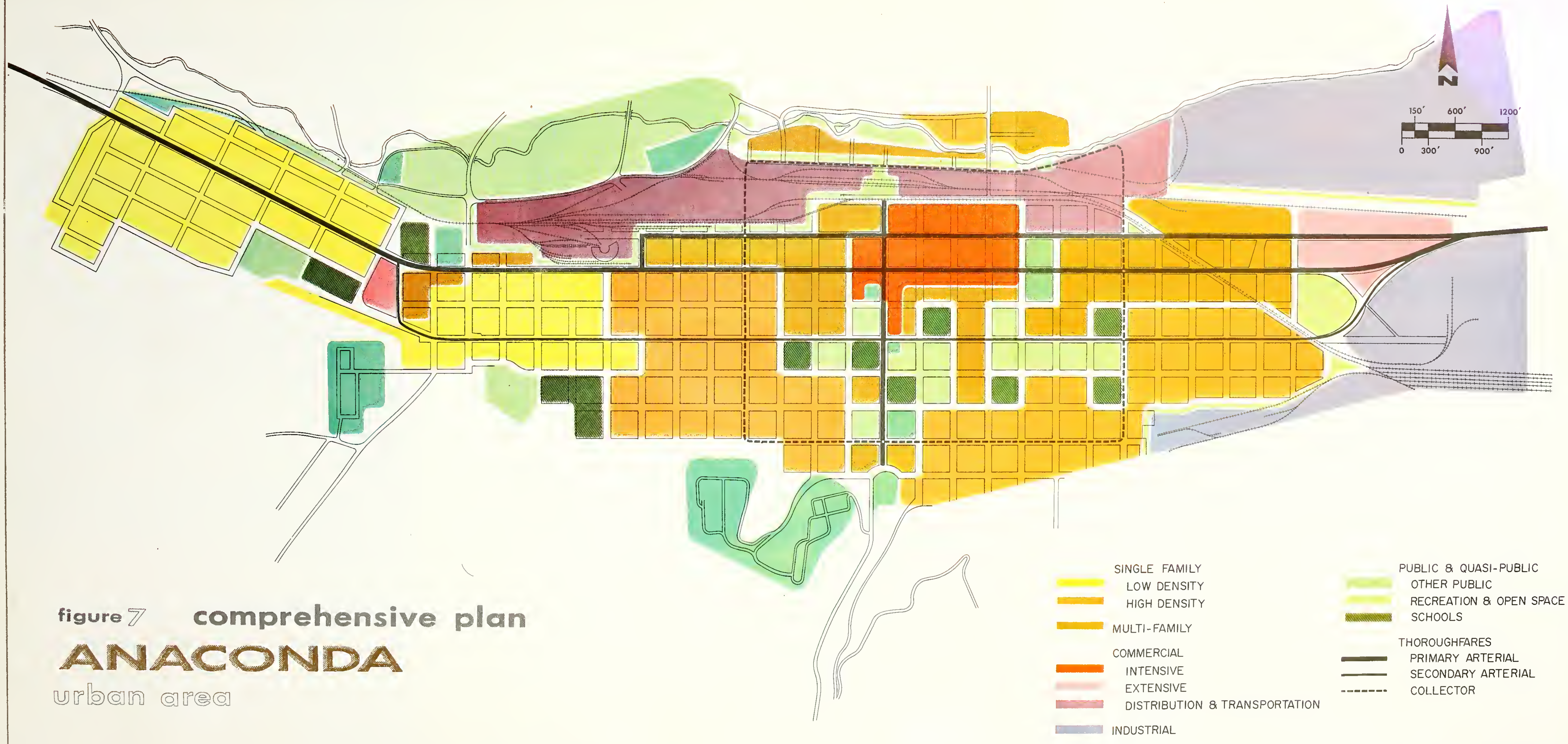


figure 7 **comprehensive plan**

ANACONDA

urban area

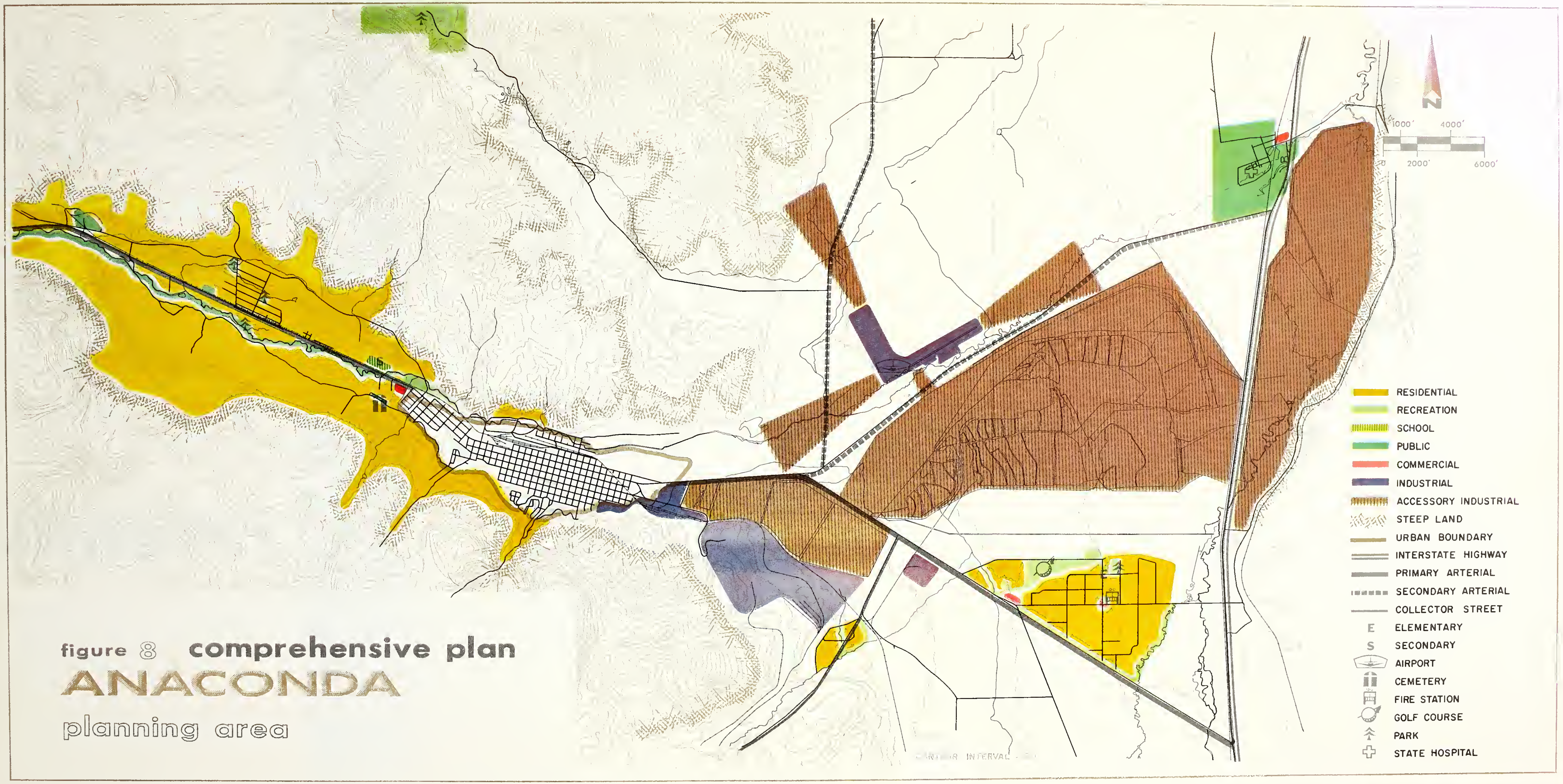


figure 8 **comprehensive plan**

ANACONDA

planning area

chapter 4

IMPLEMENTATION OF THE PLAN

The Comprehensive Plan for the Anaconda Planning Area is a general guide for the future of the area. It combines the existing assets of the community with those anticipated in a coordinated and feasible manner. Although the City-County Planning Board has made much progress in promoting this type of long-range planning and in soliciting community-wide ideas and goals, the real value of the entire process will be determined by the extent to which it is adopted as a statement of policy by the City and County and properly implemented. Implementation is achieved by guiding the use and development of private property through zoning and subdivision regulations, while the development and improvement of the public facilities suggested in the Plan are achieved through a capital improvements program and urban renewal or a combination of the two. The blighted condition of Anaconda's CBD and lack of significant growth prospects in the area make certain the need for Federal assistance in redeveloping the CBD and environs.

The bulk of the area which composes the Anaconda Planning Area lies outside the City's corporate limits necessitating close cooperation between the City and County in achieving the goals and benefits of the Plan. A step toward this City-County cooperation was taken in the formation of the City County Planning Board.

ZONING

Zoning is the most important legal instrument available for effectuating the Comprehensive Plan. The zoning map, delineating the zoning districts, and the zoning text, defining the regulations for each district, are legislative enactments which exercise the police power or that power which regulates the use of private property for the purpose of promoting the health, safety and general welfare of the community. By regulating height and bulk of buildings, density of population, percentage of lot covered, size of open spaces and the use of buildings and land, the zoning regulations allow every property owner the enjoyment of his property rights as long as he does not infringe upon the same rights of others. Thus property values are protected and the Plan is implemented simultaneously. Zoning is just as important in rural as in urban areas since it is necessary for the protection of desirable features in the rural community, including agricultural interests. The draft of Anaconda's first zoning ordinance is currently being prepared.

BOARD OF ADJUSTMENT

The Board of Adjustment, appointed by the City Council, is an administrative board whose function is to apply the zoning ordinance as adopted by the legislative body of the Community. The Board makes judgments on exceptional situations as provided in the ordinance. These adjustments must be consistent with the Plan and zoning regulations as mapped and set forth in the ordinance. The Board must practice sound policies since their decisions can undermine the community's Comprehensive Plan.

The Board performs three review functions:

1. It interprets the ordinance when it is uncertain as to the correct meaning of specific provisions or of the precise location of a zoning district boundary as shown on the zoning map.
2. It may grant, in certain situations, in conformance with the rules set forth in the zoning ordinance, special exceptions.
3. It reviews variations or modifications of the strict terms of the zoning ordinance when hardships arise as a result of the ordinary working of the ordinance.

By performing these functions, the Board can provide relief to the Zoning and/or Planning Board who will be burdened with policy and developmental decisions necessary to the achievement of the objectives of the Comprehensive Plan

SUBDIVISION CONTROL

Subdivision of land, division of land into two or more parcels, is another tool of Plan implementation when regulated or guided by the Planning Board. This regulation is enforced through the power to withhold the privilege of public record on plats not meeting established requirements and together with zoning, can provide an effective means of developing an appropriate land use pattern. The main impact of subdivision control is on vacant land; therefore, adequate controls in conformance with the Comprehensive Plan will prevent out of county or state subdividers from coming in and platting land in opposition to the goals and plans of the Community.

Zoning and subdivision controls can prevent undesirable conditions from arising by regulating the type and quality of land development. However, to fully implement the Plan, existing undesirable conditions must be improved, requiring both private and public efforts. A minimum housing standards ordinance is one tool of correction which requires the rehabilitation or destruction of individual substandard structures, while urban renewal or redevelopment might be utilized to correct large areas of blighted structures.

URBAN RENEWAL

Urban Renewal, developed under the National Housing Act of 1949 and since amended, is the most comprehensive method of Plan implementation. Under the Community Renewal Program, the broadest program within urban renewal, the entire community is subjected to a thorough study after which priorities are assigned and the type of treatment determined. The General Neighborhood Renewal Plan, the next most extensive program, focuses attention on a particular residential neighborhood or even the entire Central Business District. An urban renewal program is an action program in contrast to a plan and certain criteria must be met before actual redevelopment can take place. These criteria include determination of blight, location of adequate facilities for dislocated families and businesses, and a study of marketability of the land which is to be temporarily acquired by the public agency before resale to private developers. As much as three-fourths of the cost of urban renewal can be borne by the federal government with local contributions being combinations of cash, municipal services, community facility construction and other non-cash improvements. Potential renewal areas or blocks in which 20 percent or more of the total structures are substandard can be found on the map of structural conditions, Figure 3.

CAPITAL IMPROVEMENTS PROGRAM

The recommendations of the Comprehensive Plan can only be achieved if they are brought into scale with the City's resources through sound fiscal planning based on cost and revenue considerations. Such a fiscal plan is the long-range capital improvements program which contains revenues from taxes, borrowing and other sources. Listing the needed capital improvements according to priority and estimating anticipated costs and revenues makes it possible to assure municipal services while providing capital improvements on a basis of relative necessity and ability to pay. Periodic review allows flexibility in such advance planning and thus prevents detraction from the authority and responsibility of the City Council to determine capital spending. Such a long-range program with a six-year capital budget would allow an adjustment of expenditures to the fiscal capacity of the City, thus preventing taxes from rising to an unreasonable rate.

HOUSING ELEMENT

The major housing problems facing Anaconda are the large number of substandard units, the overcrowding of small lots and the lack of good housing for the elderly and other low-income groups. Primary obstacles to the solution of these problems include the stagnant economy, the lack, until recently, of an active housing code, inadequate State and Federal aid and the acceptance of the present conditions by the citizenry. However, efforts are being made to overcome these obstacles. Perhaps the most immediate objectives of the Community are to provide additional low-rent housing for the elderly, to attempt to diversify the economy, to remove substandard dwelling units, to prevent further overcrowding, and to educate the citizenry through public meetings and the news media.

The sincerity of the Community's interest in solving its housing problems is demonstrated by previous planning activities which include establishment of the City-County Planning Board, the decision to prepare a Comprehensive Plan under the Urban Planning Assistance Program authorized by Section 701 of the amended Housing Act of 1959, the selection of a planning consultant, the completion of Phase I of the Comprehensive Plan Program which included initial surveys, the completion of Phase II which included the preliminary plan. In the near future Phase III of the Comprehensive Plan which includes the final Plan and a Zoning Ordinance will be completed.

In anticipation of implementing the Comprehensive Plan, the City has prepared, adopted and begun enforcing a Housing Code, has a certified workable program and is preparing application for urban renewal assistance. Also financing has been achieved and a site selected by the public housing authority for additional low-rent housing for the elderly. As soon as possible, construction of the housing project will begin, renewal projects will be undertaken and of course, the enforcement of the housing code will continue.

Recently the City-County Planning Board approved the following specific housing elements:

A. Major housing problems according to priority:
    1. Inadequate supply of various housing types for low-income and/or elderly citizens.
    2. No minimum lot size or yard depth requirements with resultant overcrowding.
    3. Substandard structures.

4. Single-family units which face onto alleys.

B Obstructions to the solving of housing problems:

1. Housing code enforcement just beginning
2. No zoning ordinance
3. Generally stagnant economy
4. General acceptance of present conditions by the citizenry.
5 Minimal local administrative staff.

C Existing measures taken to solve housing problems:

1. Exact definition of problems through various studies.
2. Education of the populace through public meetings and newspaper articles.
3. Preparation of a Comprehensive Plan which provides appropriately located residential variety of housing types for the existing and contemplated population of the area.
4. Preparation and certification of a Workable Program.
5. Application for an Urban Renewal program.
6. Selection of a site for housing for the elderly by the Public Housing Authority.
7. An active, staffed Industrial Development Council.

D Housing Planning and implementation objectives:

1. Further detailed study and action through urban renewal
2. Increased enforcement of the housing code.
3. Preparation, adoption and enforcement of a zoning ordinance.
4. Preparation, adoption and enforcement of a subdivision ordinance.
5. Construction of housing for the elderly by the Public Housing Authority.
6. Continuing community education programs through public meetings, newspaper articles and radio broadcasts, etc.
7. Continuing efforts to attract new industry in order to enhance the general economy of the area.
8. Approval of the Comprehensive Plan
9. Incentives to private developers of new and rehabilitated housing.
10. Increase local administrative staff.

E. Planning Agency housing work goals:

1. Complete the Comprehensive Plan.
2. Prepare and recommend a zoning ordinance.
3. Prepare and recommend subdivision regulations.

4. Prepare a capital improvements program.
5. Assist in preparation of the urban renewal program.
6. Assist in coordination of housing efforts of Housing Authority, City Council and private interests.

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